

**B-1: GENERAL AGENCY COORDINATION**

**B-2: WETLAND RESOURCES COORDINATION**

**B-3: MARYLAND FOREST CONSERVATION ACT COORDINATION**

**B-4: DELMARVA FOX SQUIRREL COORDINATION**

**B-1: GENERAL AGENCY COORDINATION**

RESOURCE	DATE	COORDINATION
Historical	7/22/09	Letter to Christine Dayton, Talbot County Historic Preservation Commission
	7/22/09	Letter to Beth Cole, Maryland Historical Trust
	7/31/09	Letter from Beth Cole, Maryland Historical Trust
	8/5/09	Electronic mail to Beth Cole, Maryland Historical Trust
	8/5/09	Electronic mail from Beth Cole, Maryland Historical Trust
Farmlands	11/23/09	Letter to Teresa Kampmeyer, USDA-NRCS
	11/27/09	Letter from James Brewer, USDA-NRCS
Land Use	7/22/09	Letter to Tom Hamilton, Town of Easton Planning Department
	7/22/09	Letter to Stacey Dalstrom, Talbot County Office of Planning and Zoning
	7/22/09	Letter to Elisa DeFlaux, Talbot County Office of Planning and Zoning
	8/6/09	Letter from Martin Sokolich, Talbot County Office of Planning and Zoning
Coastal	7/22/09	Letter to Elder Ghigiarelli, Jr, Maryland Department of the Environment
Socioeconomic	12/17/09	Memo from Paige Bethke, Talbot County Office of Economic Development





In reply, please refer to: 20830973

July 22, 2009

Ms. Christine M. Dayton, P.A.  
Talbot County Historic Preservation Commission  
PO Box 1659  
Easton, MD 21601

Reference:     Announcement of Public Informational Workshop  
                  Request for Review and Comment on Proposed Projects  
                  Environmental Assessment for the Runway Extension and Related Improvements  
                  Easton / Newnam Field Airport  
                  Easton, Maryland

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Dear Ms. Dayton:

On behalf of the Talbot County Council, the URS Corporation (URS) would like to announce that a Public Informational Workshop is being held for the currently ongoing Environmental Assessment (EA) for the proposed Runway Extension and Related Improvements at Easton / Newnam Field Airport (ESN) in Easton, Maryland. The Workshop, which will be held as an "open house" forum, is scheduled for Thursday, August 20, 2009 from 6:00PM to 8:00PM in the Wye Oak Room at the Talbot County Community Center located at 10028 Ocean Gateway in Easton, Maryland. This Workshop is designed to inform the public of the proposed actions, alternatives, and the proposed study approach.

In addition, we are requesting your office's preliminary review and comment on the proposed projects as they relate to architectural, archaeological, and cultural resources.

#### **BACKGROUND ON PROPOSED PROJECTS**

An Agency Scoping Meeting and Public Informational Workshop were held for this project on February 20, 2007. At that time, the intent of the EA was to address the proposed projects in the Airport's Capital Improvement Program (CIP), which included the extension and conversion of Runway 15-33 to the primary runway at ESN. However, at this meeting in February 2007, the Eastern Shore Land Conservancy expressed their opposition to the project since they, along with Maryland Environmental Trust as co-grantee, hold a conservation easement on the property previously owned by Mary and Charlotte Fletcher. This property was designated for acquisition to accommodate the extension of Runway 15-33 to the northwest. Subsequent meetings with the Talbot County Council, Eastern Shore Land Conservancy, Attorney General, Maryland Environmental Trust, as well as the advice of legal counsel, resulted in a decision by Talbot County to no longer pursue any future plans for Airport expansion onto the Fletcher property. As a result, the EA was placed on hold by the Federal Aviation Administration (FAA) and additional planning services were conducted to revisit alternatives involving an extension to the other runway at the Airport, Runway 4-22.

#### **DESCRIPTION OF PROPOSED PROJECTS**

The additional planning services resulted in several extension alternatives to Runway 4-22. These alternatives were reviewed by the FAA, Maryland Aviation Administration (MAA), and the Talbot County Council. A recommended alternative was selected and placed on the Airport Layout Plan (ALP). The FAA, MAA, and County approved the revised ALP on February 2009. With approval of the revised ALP, the EA has been re-started with the incorporation of the new alternatives.

URS Corporation  
4 North Park Drive, Suite 300  
Hunt Valley, MD 21030  
Tel: 410.785.7220  
Fax: 410.785.6818



Ms. Christine M. Dayton, P.A.  
July 22, 2009  
Page 2 of 2

The runway extension alternative shown on the ALP would provide a 6,400 foot runway through the use of declared distances on the Runway 4 end. The Runway 4 end would be extended 1,896 feet with an 800 foot displaced threshold (see **Exhibit 1**). Connected actions to the runway extension include the construction of a parallel taxiway to the extended runway end, the acquisition of several privately-owned properties, and the removal of penetrations to the Airport's airspace. [Title 14, Part 77 of the Code of Federal Regulations (14 CFR Part 77) requires that the "imaginary surfaces", which extend above the ground around all sides of a runway, be kept clear of all obstructions to air navigation.]

Additional projects in the EA that are unrelated to the runway extension include the construction of an Airport Service Road, construction of aircraft storage facilities, and the removal of obstructions to the existing airspace of Runway 15-33 and Runway 4-22 (see **Exhibit 1**).

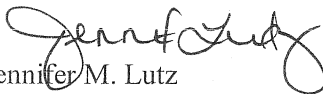
**REQUEST FOR REVIEW AND COMMENT**

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to historical, architectural, archaeological, and cultural resources. We are also in contact with the Maryland Historical Trust. Any preliminary comments are appreciated. As we get further in the EA process, the FAA, or URS on the FAA's behalf, will coordinate with you regarding Area of Potential Effects for historic above ground and below ground resources.

If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or [jennifer\\_lutz@urscorp.com](mailto:jennifer_lutz@urscorp.com). Thank you for your assistance with all projects, past and present, at the Airport.

Sincerely,

**URS Corporation**

  
Jennifer M. Lutz  
Project Manager

Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration



In reply, please refer to: 20830973

July 22, 2009

Ms. Elizabeth Cole  
Administrator- Project Review and Compliance  
Maryland Department of Housing and Community Development  
Division of Historical and Cultural Programs  
100 Community Place  
Crownsville, MD 21032

Reference:      Announcement of Public Informational Workshop  
                    Request for Review and Comment on Proposed Projects  
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Ms. Elizabeth Cole  
July 22, 2009  
Page 2 of 2

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**REQUEST FOR REVIEW AND COMMENT**

Since February 2007, numerous smaller projects have been ongoing at ESN which have required coordination with your office. In December 2007 and February 2008, we contacted you with respect to historical resources for two separate projects: the installation of an Airport-wide signage project and expansion and rehabilitation of an apron and landside service roads, respectively. Correspondence from your office in December 2007 and February 2008, respectively, stated that no historical properties would be affected by these undertakings.

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to historical, architectural, archaeological, and cultural resources. Any preliminary comments are appreciated. As we get further in the EA process, the FAA, or URS on the FAA's behalf, will coordinate with you regarding Area of Potential Effects for historic above ground and below ground resources.

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Sincerely,

**URS Corporation**

  
Jennifer M. Lutz  
Project Manager

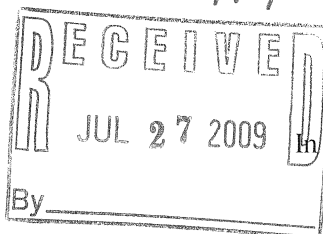
Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration



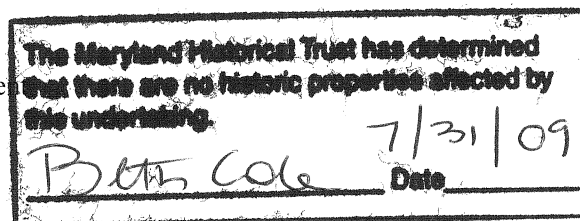
200902917

F  
FAA  
EJL

In reply, please refer to: 20830973

July 22, 2009

Ms. Elizabeth Cole  
 Administrator- Project Review and Compliance  
 Maryland Department of Housing and Community Development  
 Division of Historical and Cultural Programs  
 100 Community Place  
 Crownsville, MD 21032



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 Request for Review and Comment on Proposed Projects  
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 Easton / Newnam Field Airport  
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TA 6.

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 Hunt Valley, MD 21030  
 Tel: 410.785.7220  
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no properties, expansion of ext. facilities

#11APX 7/31/09 prior disturbance, archaeology NOT warranted



Ms. Elizabeth Cole  
July 22, 2009  
Page 2 of 2

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Sincerely,

**URS Corporation**

  
Jennifer M. Lutz  
Project Manager

Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration



Jennifer Lutz /HuntValley/URSCorp

08/05/2009 02:56 PM

To bcole@mdp.state.md.us

cc

bcc

Subject Easton Airport - Runway Extension and Various Improvements - Environmental Assessment

Beth, good afternoon. Thank you for the quick response, dated July 31, 2009 regarding the Environmental Assessment for the Five-Year Capital Improvement Program at Easton Airport (see attached).

This project involves the extension of Runway 4-22 as well as an Airport perimeter service road , additional hangars, etc. In addition, tree obstructions will be removed but stumps will be left in place . Land acquisition would be needed in the form of fee simple acquisition of 3 residences and 1 commercial property and several avigation easements over off-Airport property for the removal of tree obstructions . All physical construction, with the exception of tree removal is to take place on existing Airport property . The commercial property is located within the Runway Safety Area and Runway Protection Zone and would need to be demolished and the area returned to pervious surface (grass). The residences would be demolished as they would be within the Runway Protection Zone. The lots would be returned to pervious surface (grass) as well.

I just wanted to receive additional clarification from your office regarding impacts to above ground as well as below ground resources.

Regarding above ground structures, your response indicated that no historic properties would be affected by the undertaking. As I mentioned above, the runway extension would cause the need to purchase and demolish 3 residences along Hazelwood Drive as well as 1 commercial property (the old Black and Decker facility, now currently leased by Global). The 3 houses were built between 1977 and 1979 and are located within the Fausley subdivision along Hazelwood Drive . In addition, the commercial property was built in 1975. Since we are proposing the purchase and demolition of these residences and commercial property since they would be located within the extended Runway Protection Zone and/or Runway Safety Area, I wanted to receive concurrence from you that we do not need to conduct an initial historic architectural review or establish an APE . In addition, I want to ensure that we do not need to establish an APE based on any viewshed criteria. I by no means want to create additional work, but wanted to make sure that you are aware of the facets of this extension so that we do what we need to do on the front end of this project.

Regarding below ground structures, the bottom of your response says "archeology not warranted." I just wanted to ensure that since all physical construction is to occur on existing Airport property , that no APE would need to be established as the likelihood to encounter archaeological resources is low . As I mentioned above, all tree removal would leave the stumps in place. The residences and commercial property would be removed and the earth returned to grass. As with above ground structures, I just wanted to confirm that no archaeological investigations need to occur .

Thank you again for your assistance with this project as well as all projects at Easton Airport . Your timely response was very much appreciated. If you have any questions or require additional clarification , please do not hesitate to contact me. I will be out of the office through Friday (traveling for business); however, am available via cell at any time .

Jennifer



2009 7-31 MHT Response.pdf

Jennifer Lutz

Project Manager

URS Corporation

4 North Park Drive, Suite 300



B Cole <BCole@mdp.state.md.us>  
08/05/2009 03:19 PM

To "Jennifer\_Lutz@URSCorp.com"  
<Jennifer\_Lutz@URSCorp.com>  
cc

bcc

Subject RE: Easton Airport - Runway Extension and Various  
Improvements - Environmental Assessment

History:



This message has been replied to and forwarded.

Hi Jennifer,

Thanks for your detailed clarification of the project. Based on what was submitted, as well as your expanded explanation - the Trust comments remain valid for the proposed airport improvements. In our opinion, neither architectural nor archeological investigations are warranted for the proposed airport improvements as presently proposed. Should there be further refinements to your project area, or inclusion of additional areas for ancillary actions (such as wetlands mitigation or reforestation), we would need to revisit the Section 106 consultation. This is our informed opinion, based on our understanding of the project as described and our familiarity with the project area. As planning progresses, you will want to be responsive to any historic preservation issues or concerns raised by the local government and the public, if any.

Let me know if you have questions or need further clarification. Have a good day,

Beth

Beth Cole  
Administrator, Project Review & Compliance  
Maryland Historical Trust  
100 Community Place  
Crownsville, MD 21032  
410-514-7631  
410-987-4071 (fax)  
bcole@mdp.state.md.us  
<http://mht.maryland.gov>  
Please consider the environment before printing.





*In reply, please refer to: 20830973*

November 23, 2009

Ms. Teresa Kampmeyer - NRCS District Conservationist  
USDA - NRCS  
28577 Mary's Ct. Suite 3  
Easton, MD 21610

Reference: Farmland Conversion Impact Rating (Form AD-1006)  
Environmental Assessment for the Five-Year Capital Improvement Program  
Easton / Newnam Field Airport  
Easton, Maryland

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Dear Ms. Kampmeyer:

On behalf of the Talbot County Council, URS Corporation (URS) is preparing an Environmental Assessment (EA) for the Five-Year Capital Improvement Program (CIP) at Easton / Newnam Field Airport (ESN) in Easton, Maryland. Projects included in the Five-Year CIP are an extension to Runway 4-22 with removal of obstructions to the airspace, installation of a Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), construction of an Airport Service Road, construction of aircraft storage facilities, and the removal of obstructions to the existing airspace of Runway 15-33 and Runway 4-22.

The Sponsor's Preferred Alternative would impact land with prime farmland soils and soils of statewide importance. However, all of the development on Airport property, within the industrial areas north, south, and east of the Airport, and within residential areas to the southeast have been excluded from calculations as these areas are already in or committed to urban development. The only non-urbanized area with prime farmland soils and/or soils of statewide importance that is proposed for impact is located to the northwest of the Airport. This land (15.9 acres) contains trees that are considered penetrations to the Airport's airspace. Title 14, Part 77 of the Code of Federal Regulations (14 CFR Part 77) requires that the "imaginary surfaces", which extend above the ground around all sides of a runway, be kept clear of all obstructions to air navigation. Thus, the trees are proposed for removal.

**Exhibit 1** depicts the Sponsor's Preferred Alternative for the proposed projects included in the Five-Year CIP; **Exhibit 2** depicts the soils for the project vicinity. The EA addresses one additional Build Alternative for the runway extension; however, this alternative only differs from the Sponsor's Preferred Alternative by 92 feet; therefore, there are no changes in off-Airport impacts. In addition, there are no additional Build Alternatives for the proposed projects unrelated to the runway extension; they will either be constructed as proposed on the



Ms. Teresa Kampmeyer - NRCS District Conservationist

November 23, 2009

Page 2 of 2

Airport Layout Plan or no development will occur. Thus, the Farmland Impact Rating (Form AD-1006) only addresses one alternative.

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to the Farmland Protection Policy Act. If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or [jennifer\\_lutz@urscorp.com](mailto:jennifer_lutz@urscorp.com). Thank you for your assistance.

Sincerely,

**URS Corporation**

A handwritten signature in black ink, appearing to read "Jennifer Lutz".

Jennifer M. Lutz  
Project Manager

JML:rlc

Enclosures

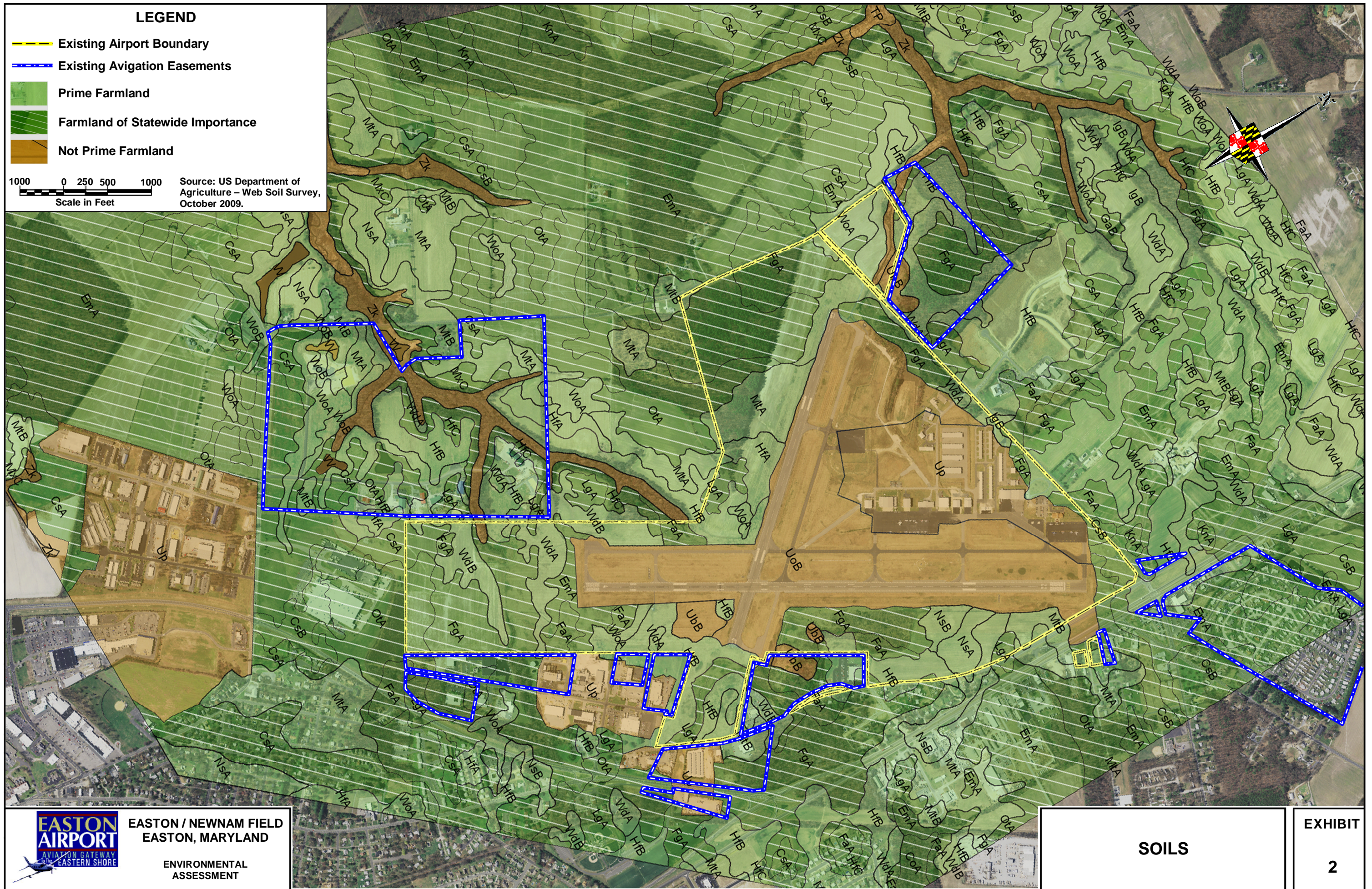


# LEGEND

-  Existing Airport Boundary
-  Existing Aviation Easements
-  Prime Farmland
-  Farmland of Statewide Importance
-  Not Prime Farmland

1000 0 250 500 1000  
Scale in Feet

Source: US Department of  
Agriculture – Web Soil Survey,  
October 2009.



EASTON / NEWNAM FIELD  
EASTON, MARYLAND

ENVIRONMENTAL  
ASSESSMENT

SOILS

EXHIBIT

2



# LEGEND

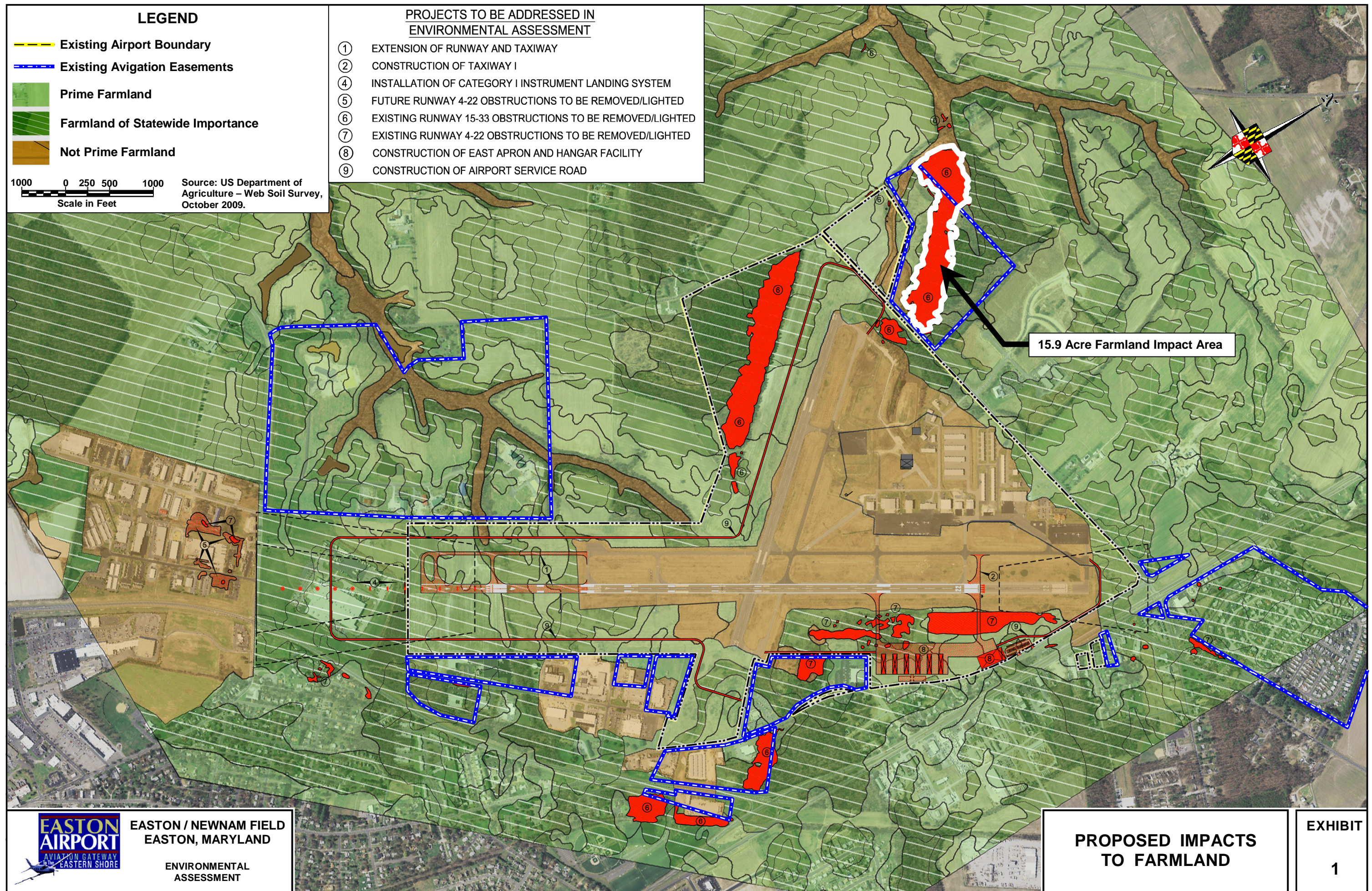
- Existing Airport Boundary
- Existing Avigation Easements
- Prime Farmland
- Farmland of Statewide Importance
- Not Prime Farmland



Source: US Department of Agriculture – Web Soil Survey, October 2009.

## PROJECTS TO BE ADDRESSED IN ENVIRONMENTAL ASSESSMENT

- EXTENSION OF RUNWAY AND TAXIWAY
- CONSTRUCTION OF TAXIWAY I
- INSTALLATION OF CATEGORY I INSTRUMENT LANDING SYSTEM
- FUTURE RUNWAY 4-22 OBSTRUCTIONS TO BE REMOVED/LIGHTED
- EXISTING RUNWAY 15-33 OBSTRUCTIONS TO BE REMOVED/LIGHTED
- EXISTING RUNWAY 4-22 OBSTRUCTIONS TO BE REMOVED/LIGHTED
- CONSTRUCTION OF EAST APRON AND HANGAR FACILITY
- CONSTRUCTION OF AIRPORT SERVICE ROAD



EASTON / NEWNAM FIELD  
EASTON, MARYLAND

ENVIRONMENTAL  
ASSESSMENT

PROPOSED IMPACTS  
TO FARMLAND

EXHIBIT

1



## U.S. Department of Agriculture

## FARMLAND CONVERSION IMPACT RATING

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request 11/19/09			
Name Of Project Easton/Newnam Field Environmental Assessment		Federal Agency Involved FAA			
Proposed Land Use Commercial/Industrial		County And State Talbot County, Maryland			
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %			Amount Of Farmland As Defined in FPPA Acres: %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS			
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		15.9			
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		15.9	0.0	0.0	0.0
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		0	0	0	0
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	0	0	0
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	0	0	0
Site Selected:		Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>		
Reason For Selection:					

United States Department of Agriculture



Natural Resources Conservation Service  
28577 Mary's Court, Suite 3  
Easton, Maryland 21601-7499

Phone: 410 822-1577 ext. 3

DATE: Nov. 27, 2009

SUBJECT: Farmland Conversion Impact Rating  
Environmental Assessment for the Five-Year Capital Improvement Program  
Easton/Newnam Field Airport  
Easton, Maryland

Reference: 20830973

TO: Jennifer Lutz, Project Manager  
URS Corp  
4 North Park Drive, Suite 300  
Hunt Valley, MD 21030

Dear Ms. Lutz:

The responsibility of our agency, for your environmental assessment of Newnam Field Airport, is to provide technical assistance for the Farmland Protection Policy Act by evaluating the Farmland Conversion Impact Rating.

As requested, I have reviewed the project plan map and information concerning farmland conversion of approximately 15.9 acres in the northwest corner of the project area. You stated in your request that only the trees of this area would be removed to clear obstructions to air navigation. Since no farmland is to be converted to a non farmland use the Farmland Protection Policy Act does not apply.

Therefore the Farmland Conversion Impact Rating does not need to be completed.

If you have any questions on this subject, please let me know.

Sincerely,

A handwritten signature in cursive script that reads "Jim Brewer".

James Brewer CPSS, CPSC  
NRCS Resource Soil Scientist  
Easton, Maryland

cc: Teresa D. White, Easton, MD.

Mark Rose, Annapolis, MD

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer



In reply, please refer to: 20830973

July 22, 2009

Mr. Tom Hamilton  
Town Planner  
Town of Easton  
14 South Harrison Street  
Easton, MD 21601

Reference:      Announcement of Public Informational Workshop  
Request for Review and Comment on Proposed Projects  
Environmental Assessment for the Runway Extension and Related Improvements  
Easton / Newnam Field Airport  
Easton, Maryland

---

Dear Mr. Hamilton:

On behalf of the Talbot County Council, the URS Corporation (URS) would like to announce that a Public Informational Workshop is being held for the currently ongoing Environmental Assessment (EA) for the proposed Runway Extension and Related Improvements at Easton / Newnam Field Airport (ESN) in Easton, Maryland. The Workshop, which will be held as an "open house" forum, is scheduled for Thursday, August 20, 2009 from 6:00PM to 8:00PM in the Wye Oak Room at the Talbot County Community Center located at 10028 Ocean Gateway in Easton, Maryland. This Workshop is designed to inform the public of the proposed actions, alternatives, and the proposed study approach.

In addition, we are requesting your office's preliminary review and comment on the proposed projects as they relate to the land use planning and proposed development within the vicinity of the Airport.

#### **BACKGROUND ON PROPOSED PROJECTS**

An Agency Scoping Meeting and Public Informational Workshop were held for this project on February 20, 2007. At that time, the intent of the EA was to address the proposed projects in the Airport's Capital Improvement Program (CIP), which included the extension and conversion of Runway 15-33 to the primary runway at ESN. However, at this meeting in February 2007, the Eastern Shore Land Conservancy expressed their opposition to the project since they, along with Maryland Environmental Trust as co-grantee, hold a conservation easement on the property previously owned by Mary and Charlotte Fletcher. This property was designated for acquisition to accommodate the extension of Runway 15-33 to the northwest. Subsequent meetings with the Talbot County Council, Eastern Shore Land Conservancy, Attorney General, Maryland Environmental Trust, as well as the advice of legal counsel, resulted in a decision by Talbot County to no longer pursue any future plans for Airport expansion onto the Fletcher property. As a result, the EA was placed on hold by the Federal Aviation Administration (FAA) and additional planning services were conducted to revisit alternatives involving an extension to the other runway at the Airport, Runway 4-22.

#### **DESCRIPTION OF PROPOSED PROJECTS**

The additional planning services resulted in several extension alternatives to Runway 4-22. These alternatives were reviewed by the FAA, Maryland Aviation Administration (MAA), and the Talbot County Council. A recommended alternative was selected and placed on the Airport Layout Plan (ALP). The FAA, MAA, and County approved the revised ALP on February 2009. With approval of the revised ALP, the EA has been re-started with the incorporation of the new alternatives.

URS Corporation  
4 North Park Drive, Suite 300  
Hunt Valley, MD 21030  
Tel: 410.785.7220  
Fax: 410.785.6818



Mr. Tom Hamilton  
July 22, 2009  
Page 2 of 2

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Additional projects in the EA that are unrelated to the runway extension include the construction of an Airport Service Road, construction of aircraft storage facilities, and the removal of obstructions to the existing airspace of Runway 15-33 and Runway 4-22 (see **Exhibit 1**).

**REQUEST FOR REVIEW AND COMMENT**

As you are aware, there are numerous projects currently ongoing at the Airport. We will continue to keep you updated on those, including the expansion and rehabilitation of the South Apron and land acquisition associated with the removal of obstructions.

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to the comprehensive planning and proposed development within the vicinity of the Airport. Any preliminary comments are appreciated. As we get further in the analysis of environmental impacts, I will keep you informed of the proposed impacts to environmental resources. If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or [jennifer\\_lutz@urscorp.com](mailto:jennifer_lutz@urscorp.com). Thank you for your assistance with all projects, past and present, at the Airport.

Sincerely,

**URS Corporation**

A handwritten signature in black ink that reads "Jennifer M. Lutz". The signature is fluid and cursive.

Jennifer M. Lutz  
Project Manager

Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration  
Dave Hardin, Restoration Ecological Services, Inc.





In reply, please refer to: 20830973

July 22, 2009

Ms. Stacey Dalstrom  
Planning Officer  
Talbot County Department of Planning and Zoning  
28712 Glebe Road, Suite 2  
Easton MD 21601

Reference:      Announcement of Public Informational Workshop  
                 Request for Review and Comment on Proposed Projects  
                 Environmental Assessment for the Runway Extension and Related Improvements  
                 Easton / Newnam Field Airport  
                 Easton, Maryland

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Dear Ms. Dalstrom:

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**DESCRIPTION OF PROPOSED PROJECTS**

The additional planning services resulted in several extension alternatives to Runway 4-22. These alternatives were reviewed by the FAA, Maryland Aviation Administration (MAA), and the Talbot County Council. A recommended alternative was selected and placed on the Airport Layout Plan (ALP).

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4 North Park Drive, Suite 300  
Hunt Valley, MD 21030  
Tel: 410.785.7220  
Fax: 410.785.6818



Ms. Stacey Dalstrom  
July 22, 2009  
Page 2 of 2

The FAA, MAA, and County approved the revised ALP on February 2009. With approval of the revised ALP, the EA has been re-started with the incorporation of the new alternatives.

The runway extension alternative shown on the ALP would provide a 6,400 foot runway through the use of declared distances on the Runway 4 end. The Runway 4 end would be extended 1,896 feet with an 800 foot displaced threshold (see **Exhibit 1**). Connected actions to the runway extension include the construction of a parallel taxiway to the extended runway end, the acquisition of several privately-owned properties, and the removal of penetrations to the Airport's airspace. [Title 14, Part 77 of the Code of Federal Regulations (14 CFR Part 77) requires that the "imaginary surfaces", which extend above the ground around all sides of a runway, be kept clear of all obstructions to air navigation.]

Additional projects in the EA that are unrelated to the runway extension include the construction of an Airport Service Road, construction of aircraft storage facilities, and the removal of obstructions to the existing airspace of Runway 15-33 and Runway 4-22 (see **Exhibit 1**).

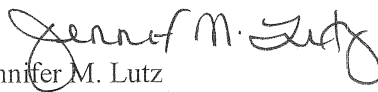
**REQUEST FOR REVIEW AND COMMENT**

As you are aware, there are numerous projects currently ongoing at the Airport. We will continue to keep you updated on those, including the expansion and rehabilitation of the South Apron and land acquisition associated with the removal of obstructions.

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to the comprehensive planning and proposed development within the vicinity of the Airport. Any preliminary comments are appreciated. A similar request has been made of Ms. Elisa DeFlaux of your office. As we get further in the analysis of environmental impacts, I will keep you informed of the proposed impacts to environmental resources. If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or [jennifer\\_lutz@urscorp.com](mailto:jennifer_lutz@urscorp.com). Thank you for your assistance with all projects, past and present, at the Airport.

Sincerely,

**URS Corporation**

  
Jennifer M. Lutz  
Project Manager

Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration  
Dave Hardin, Restoration Ecological Services, Inc.



In reply, please refer to: 20830973

July 22, 2009

Ms. Elisa DeFlaux  
Environmental Planner  
Talbot County Department of Planning and Zoning  
28712 Glebe Road, Suite 2  
Easton MD 21601

Reference:      Announcement of Public Informational Workshop  
                 Request for Review and Comment on Proposed Projects  
                 Environmental Assessment for the Runway Extension and Related Improvements  
                 Easton / Newnam Field Airport  
                 Easton, Maryland

---

Dear Ms. DeFlaux:

On behalf of the Talbot County Council, the URS Corporation (URS) would like to announce that a Public Informational Workshop is being held for the currently ongoing Environmental Assessment (EA) for the proposed Runway Extension and Related Improvements at Easton / Newnam Field Airport (ESN) in Easton, Maryland. The Workshop, which will be held as an "open house" forum, is scheduled for Thursday, August 20, 2009 from 6:00PM to 8:00PM in the Wye Oak Room at the Talbot County Community Center located at 10028 Ocean Gateway in Easton, Maryland. This Workshop is designed to inform the public of the proposed actions, alternatives, and the proposed study approach.

In addition, we are requesting your office's preliminary review and comment on the proposed projects as they relate to the comprehensive planning and environmental resources.

**BACKGROUND ON PROPOSED PROJECTS**

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URS Corporation  
4 North Park Drive, Suite 300  
Hunt Valley, MD 21030  
Tel: 410.785.7220  
Fax: 410.785.6818



Ms. Elisa DeFlaux  
July 22, 2009  
Page 2 of 2

The FAA, MAA, and County approved the revised ALP on February 2009. With approval of the revised ALP, the EA has been re-started with the incorporation of the new alternatives.

The runway extension alternative shown on the ALP would provide a 6,400 foot runway through the use of declared distances on the Runway 4 end. The Runway 4 end would be extended 1,896 feet with an 800 foot displaced threshold (see **Exhibit 1**). Connected actions to the runway extension include the construction of a parallel taxiway to the extended runway end, the acquisition of several privately-owned properties, and the removal of penetrations to the Airport's airspace. [Title 14, Part 77 of the Code of Federal Regulations (14 CFR Part 77) requires that the "imaginary surfaces", which extend above the ground around all sides of a runway, be kept clear of all obstructions to air navigation.]

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At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to the comprehensive planning and environmental resources. Any preliminary comments are appreciated. A similar request has been made of Ms. Stacey Dalstrom of your office. As we get further in the analysis of environmental impacts, I will keep you informed of the proposed impacts to environmental resources. If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or [jennifer\\_lutz@urscorp.com](mailto:jennifer_lutz@urscorp.com). Thank you for your assistance with all projects, past and present, at the Airport.

Sincerely,

**URS Corporation**

A handwritten signature in black ink, appearing to read "Jennifer M. Lutz".

Jennifer M. Lutz  
Project Manager

Enclosure

JML:rl

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration  
Dave Hardin, Restoration Ecological Services, Inc.



TALBOT COUNTY OFFICE OF PLANNING & ZONING  
28712 GLEBE ROAD, SUITE 2  
EASTON, MARYLAND 21601

PHONE: 410-770-8030

FAX: 410-770-8043  
TTY: 410-822-8735

August 6, 2009

Jennifer M. Lutz, Project Manager  
URS Corporation  
4 North Park Drive, Suite 300  
Hunt Valley, MD 21030

Re: 20830973, Easton Airport Environmental Assessment

Dear Ms. Lutz,

In your letter of July 22, 2009 to Stacey Dahlstrom, Planning Officer, you requested a preliminary review and comment on how several proposed airport projects relate to County land use and development considerations. A map labeled "Project Elements" (Exhibit 1) was enclosed, identifying 9 projects by title, without supporting documentation or description.

All projects to be addressed in the EA appear to be within the Town of Easton. As such they are not covered in the Land Use chapter of the Talbot County Comprehensive Plan.

However, it should be noted that several areas identified as "Existing Runway 15-33 Obstructions to be Removed" (#6) are subject to State and Federal regulations and permits. Woodlands within the airspace of Runway 15-33 are identified by the US Fish & Wildlife Service as Delmarva Fox Squirrel habitat. The same areas also contain Palustrine Wetlands as identified in the National Wetlands Inventory. Portions are also known as habitat for forest interior dwelling birds or riparian forest habitat areas. The appropriate agencies should be included in the request for preliminary review, to avoid future impediments.

Talbot County is not aware of any development activities slated for the area depicted on Exhibit 1. It is assumed URS has been made aware of the Shore Health System's emerging plans for a regional healthcare facility to the north of the airport. Preliminary design includes the possibility of taller buildings, reconfiguration for SR 662 and a significant intensification of land use in the vicinity.

Thank you for the opportunity to review and comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Martin Sokolich", is written over a horizontal line.

Martin Sokolich, Long Range Planner

Cc: Andy Hollis, County Manager  
Mike Henry, Manager, Easton Airport

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In reply, please refer to: 20830973

July 22, 2009

Mr. Elder Ghigiarelli, Jr.  
Deputy Program Administrator - Federal Consistency Coordinator  
Maryland Department of the Environment  
Montgomery Park Business Center  
1800 Washington Boulevard, Suite 430  
Baltimore, MD 21230-1708

Reference:      Announcement of Public Informational Workshop  
                 Request for Review and Comment on Proposed Projects  
                 Environmental Assessment for the Runway Extension and Related Improvements  
                 Easton / Newnam Field Airport  
                 Easton, Maryland

---

Dear Mr. Ghigiarelli:

On behalf of the Talbot County Council, the URS Corporation (URS) would like to announce that a Public Informational Workshop is being held for the currently ongoing Environmental Assessment (EA) for the proposed Runway Extension and Related Improvements at Easton / Newnam Field Airport (ESN) in Easton, Maryland. The Workshop, which will be held as an "open house" forum, is scheduled for Thursday, August 20, 2009 from 6:00PM to 8:00PM in the Wye Oak Room at the Talbot County Community Center located at 10028 Ocean Gateway in Easton, Maryland. This Workshop is designed to inform the public of the proposed actions, alternatives, and the proposed study approach.

In addition, we are requesting your agency's preliminary review and comment on the proposed projects as they relate to the Maryland Coastal Zone Management Program.

#### **BACKGROUND ON PROPOSED PROJECTS**

An Agency Scoping Meeting and Public Informational Workshop were held for this project on February 20, 2007. At that time, the intent of the EA was to address the proposed projects in the Airport's Capital Improvement Program (CIP), which included the extension and conversion of Runway 15-33 to the primary runway at ESN. However, at this meeting in February 2007, the Eastern Shore Land Conservancy expressed their opposition to the project since they, along with Maryland Environmental Trust as co-grantee, hold a conservation easement on the property previously owned by Mary and Charlotte Fletcher. This property was designated for acquisition to accommodate the extension of Runway 15-33 to the northwest. Subsequent meetings with the Talbot County Council, Eastern Shore Land Conservancy, Attorney General, Maryland Environmental Trust, as well as the advice of legal counsel, resulted in a decision by Talbot County to no longer pursue any future plans for Airport expansion onto the Fletcher property. As a result, the EA was placed on hold by the Federal Aviation Administration (FAA) and additional planning services were conducted to revisit alternatives involving an extension to the other runway at the Airport, Runway 4-22.

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Mr. Elder Ghigiarelli, Jr.  
July 22, 2009  
Page 2 of 2

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Additional projects in the EA that are unrelated to the runway extension include the construction of an Airport Service Road, construction of aircraft storage facilities, and the removal of obstructions to the existing airspace of Runway 15-33 and Runway 4-22 (see **Exhibit 1**).

**REQUEST FOR REVIEW AND COMMENT**


Since February 2007, numerous smaller projects have been ongoing at ESN which have required coordination with your office. In December 2007 and February 2008, we contacted you with respect to a Coastal Zone Consistency Determination for two separate projects: the installation of an Airport-wide signage project and expansion and rehabilitation of an apron and landside service roads, respectively. Correspondence from your office in January and April 2008, respectively, stated that no adverse impacts to coastal resources were anticipated and, thus, the projects were consistent with the Maryland Coastal Zone Management Program, as required by Section 307 of the Coastal Zone Management Act.

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to the Maryland Coastal Zone Management Program. Any preliminary comments are appreciated. As we get further in the analysis of environmental impacts, I will keep you informed of the proposed impacts to wetlands, waterways, and floodplains, if applicable. In addition, a comprehensive stormwater management plan of the Airport is being prepared as part of this EA effort. Once completed, a copy of this will be forwarded to your attention along with proposed impacts.

If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or [jennifer\\_lutz@urscorp.com](mailto:jennifer_lutz@urscorp.com). Thank you for your assistance with all projects, past and present, at the Airport.

Sincerely,

**URS Corporation**

  
Jennifer M. Lutz  
Project Manager

Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration  
Dave Hardin, Restoration Ecological Services, Inc.



**December 17, 2009**

**Summary provided by Paige Bethke, Talbot County Office of Economic Development**

**Global Defense Technology and Systems, Inc.**

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Global Defense Technology and Systems, Inc. (GDTS), formerly Global Strategies, and originally acquired as SFA Defense Products, is located in Easton, Maryland and serves as the Division Headquarters reporting to Crofton, MD. GDTS provides mission critical technology based systems, solutions and services for national security and programs of the U.S. government. Their services and solutions are integral parts of mission critical programs run by the Department of Defense, Intelligence Community, Department of Homeland Security, federal law enforcement agencies and other parts of the federal government charged with national security responsibilities. The Company is organized into three Divisions with Headquarters in Crofton, Maryland and McLean, Virginia.

The GDTS Easton facility manufactures battle ready containers that can be easily shipped and deployed to accommodate large numbers of military users in rugged environments. Recent GDTS growth at the Easton facility has resulted in a workforce of 150 employees and sales of \$80 Million. The growth is up substantially from the 2000 sales reported at \$15 Million. Product life cycles from 2 to 8 years and additional contract awards will ensure work into the foreseeable future.

GDTS currently leases the 200,000 SF manufacturing facility at a rate of \$4/SF with 2 year options to renew the lease. The existing lease will be effective until November, 2011 at which time it will be renegotiated. The GDTS building is located at 28712 Glebe Road and situated on 50 acres, contingent with the south border of Easton Airport. It is expected that this building and site would be critical to the proposed 900 ft extension of the Easton Airport Runway 4-22, as required by FAA, and would most likely include purchase of the facility, demolition and removal, so that the land could serve as a safety area to the proposed 900 foot runway extension.

On November 20, 2009, GDTS announced pricing of initial public offering of its common stock. The company offered 4.6 million shares of common stock at \$13.00 per share of which 3 million shares were sold by the company and 1.6 million shares were sold by stockholders.

Talbot County and the Town of Easton have been working with the Easton Airport and the General Manager of GDTS to consider the retention of this business a priority project based on FAA timeline and decision and the County's support in approving the project. A parcel of land has been identified, proximate to the current GDTS facility, as a possible site for the required 250,000 SF facility and 25 acres that GDTS is estimating will be requiring for future relocation and expansion. The 68 acre parcel of undeveloped land is referred to as Mistletoe Hall and is currently annexed and owned by the Town of Easton. Mistletoe Hall is an irregular area of woodland and field with proposed access available from Goldsborough Neck Road. The parcel is dissected with a wetland area that bisects the property: a 40 acre parcel with frontage on Goldsborough Neck; and a 20 acre parcel with frontage to the Easton Airport.

The Town of Easton and the Talbot County governments are working on plans to identify and secure funding sources which will support the infrastructure requirements to build out Mistletoe Hall as an industrial park and provide a relocation option to GDTS, as outlined in their business model. GDTS is a supplier of government contracts and as such, has a production schedule that cannot be interrupted. Relocation of the GDTS operation must take into account continuous and uninterrupted production delivery requirements.

GDTS is aware of the Easton Airport's requirement to extend the runway and create a safety fly zone where their current facility is now located. GDTS has developed preliminary estimates of costs associated with relocating their current facility that may serve as a projection for actual costs dependent on the FAA projected time line. Based on the FAA's approval, and the availability of FAA funding, the runway relocation construction project is currently slated to begin in 2019.

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**B-2: WETLAND RESOURCES COORDINATION**

DATE	COORDINATION
10/2000	<i>Wetland Functional Assessment</i> (Report Only), prepared by Fitzgerald & Halliday, Inc.
1/6/06	<i>Wetland Delineation and Jurisdictional Determination</i> (report only), prepared by Mill Creek Environmental Consultants, Ltd.
7/22/09	Letter to Alan Kampmeyer, Maryland Department of the Environment
7/22/09	Letter to Rod Schwarm, US Army Corps of Engineers
10/9/09	Memo: Meeting with Rod Schwarm, US Army Corps of Engineers
11/17/09	Memo: Meeting with Rod Schwarm, US Army Corps of Engineers
12/18/09	<i>Wetland Delineation Report 2009</i> (report only), prepared by Restoration Ecological Services, Inc.
1/12/10	Letter to Rod Schwarm, US Army Corps of Engineers (letter and map only; referenced report is <i>Wetland Delineation Report 2009</i> )
3/23/09*	Letter from Rod Rod Schwarm, US Army Corps of Engineers <b><i>*Dated 3/23/09 but sent as a response to 1/12/10 letter from Dave Hardin, Restoration Ecological Services, Inc.)</i></b>

**Technical Memorandum**

**WETLAND FUNCTIONAL ASSESSMENT**

**Obstruction Removal  
Runways 4-22 and 15-33  
Easton Airport  
Easton, Maryland**

**Prepared under contract to:**

**DELTA AIRPORT CONSULTANTS, INC.**

**For:**

**FEDERAL AIRPORT ADMINISTRATION**

**By:**

**FITZGERALD & HALLIDAY, INC.  
157 Oxford Street  
Hartford, Connecticut 06105**

**Revised October, 2000**

**WETLAND FUNCTIONAL ASSESSMENT**  
**Obstruction Removal on Runways 4-22 and 15-33**  
**Easton Airport**  
**Easton, Maryland**

This wetland functional assessment has been prepared as part of an evaluation of the existing conditions and potential impacts anticipated to result from the removal of all obstructions to the FAR Part 77 surfaces for Runways 4-22 and 15-33 at the Easton Airport located in Easton, Maryland. Based on the mapping of delineated wetlands provided by Delta Airport Consultants, 13 wetland areas were identified in the project area, for a combined total of 31.68 acres of wetlands. These areas were numbered 1 through 13 for the purposes of this assessment, as shown on Figure 1.

The 13 wetlands in the project area were assessed in the field on October 20-22, 1999. Results are described below. Each wetland was evaluated qualitatively in terms of the 13 functions and values outlined in *The Highway Methodology Workbook Supplement: Wetland Functions and Values, A Descriptive Approach* (ACOE, 1995). In order to assess them, the wetlands were examined in terms of size, position in the landscape, hydrology, vegetation, and other pertinent characteristics. Photographs of the wetlands were taken and have been included in the appendix.

#### **Wetland 1**

Wetland 1 is 6.32 acres in size, located inside the Airport fence along the eastern side of Runway 4-22. It is a combination of a small patch of emergent wetland and a larger surrounding forested wetland. This wetland drains southeast into Wetland 2, which then drains west beneath the Airport to Wetland 8, and into Glebe Creek. This wetland is categorized by the National Wetland Inventory (NWI) system as a temporarily flooded, persistent, palustrine emergent/forested wetland. At the time of the field visit, the substrate beneath these areas was visibly saturated and compacted, with little understory vegetation.

Within the emergent marsh, plant species include willow (*Salix* sp.), common reed (*Phragmites australis*), cattail (*Typha* sp.), sweet pepperbush (*Clethra alnifolia*), arrowwood viburnum (*Viburnum dentatum*), rhododendron (*Rhododendron* sp.), *Polygonum* sp., and pokeweed (*Phytolacca americana*). A thick, wet mat of *Sphagnum* moss is visible between/beneath the other emergent species. Forested portions are dominated by red maple (*Acer rubrum*), sweet gum (*Liquidambar styraciflua*), and loblolly pine (*Pinus taeda*).

This wetland provides several values as a result of the thick vegetation present in both the emergent and forested areas, including sediment retention and nutrient removal and retention. In addition, the vegetative structural diversity of the two juxtaposed wetland types is attractive to wildlife, providing the functions of wildlife habitat and production export. Wildlife use was confirmed by evidence of small mammal and deer tracks in the substrate.

## Wetland 2

Wetland 2 is 3.13 acres in size, located near the end of Runway 33, just outside the Airport fence on the west side of Old Centreville Road. This wetland is associated with a stream and supports a wooded canopy. It was previously contiguous with Wetland 3, but is now separated from Wetland 3 by Old Centreville Road, with a piped connection. Wetland 2 receives drainage from Wetlands 1 and 3, then drains west beneath the Airport to Wetland 8, and ultimately into Glebe Creek.

This wetland is classified as a temporarily flooded, palustrine forested wetland dominated by broad-leaved deciduous plants. The canopy cover consists of mostly young, less than 12-inch diameter-at-breast-height (DBH) trees with relatively low-density cover (approximately 40 percent). Representative trees are swamp white oak (*Quercus bicolor*), sour-gum (*Nyssa sylvatica*), and red maple. As a result of the relatively high light levels, the understory layer is thick, and includes saplings of sycamore (*Platanus occidentalis*) and sassafras (*Sassafras albidum*), and shrubs such as spicebush (*Lindera benzoin*), arrowwood, and sweet pepperbush (*Clethra alnifolia*). The herbaceous layer includes poison ivy (*Rhus radicans*), Japanese honeysuckle (*Lonicera japonica*), joe-pye weed (*Eupatorium sp.*), and sensitive fern (*Onoclea sensibilis*). Disturbance is evident in several places where vegetation has been trampled or invasive species (such as Japanese honeysuckle) have displaced native vegetation.

Values of the wetland are several, as a result of the thick vegetation. Primary values include sediment retention, bank stabilization, and nutrient removal/transformation, all facilitated by the root systems. Due to its small size, semi-disturbed condition, and location next to buildings and the road, the wetland plays only a minor role in providing wildlife habitat.

## Wetland 3

Wetland 3 is 1.55 acres in size, located at the end of Runway 33, between Old Centreville Road and the Route 50-Easton Parkway junction. It encompasses an upstream segment of the same stream that flows through Wetland 2 on its way west, under the Airport, to Glebe Creek. Wetland 3 is characterized as a seasonally flooded palustrine forested wetland dominated by broad-leaved deciduous plants. It is a relatively narrow configuration, located beside a larger stand of upland forest. Along the edges of the forest, the tree canopy is diminished due to many sickly or dead trees, such that the understory is dense with shrubs and vines. The interior of the wetland, conversely, has almost complete canopy cover, and minimal understory. At the time of the field visit, much of the ground beneath the trees on the interior was either saturated or had visible open water, with root buttressing evident at the base of many trunks. The tree stratum is dominated by sour gum, red maple, swamp white oak, and pin oak (*Quercus palustris*), while the shrub layer includes arrowwood, multiflora rose (*Rosa multiflora*), a few Atlantic white cedar (*Chamaecyparis thyoides*), and saplings of sour gum and oaks.

This wetland area performs several functions as a result of its vegetative structure. The intact vegetation structure formed by tree and shrub layers provides the wetland's primary functions of wildlife habitat, sediment/toxicant retention, and nutrient removal/retention. The latter two functions

are made more important by the proximity of development and roadways, which are sources of sediment/toxins.

#### **Wetland 4**

Wetland 4 is an area of approximately one acre that includes a 0.80-acre forested wetland pocket and a small excavated depression maintained in grass, which was previously excavated to create a wetland mitigation area by the Town of Easton. The wetland is located on the eastern side of Easton Parkway (Route 322), just west of its junction with Route 50. It is characterized as a seasonally saturated palustrine forested wetland.

The forested wetland is comprised primarily of young trees (less than approximately 15-inch DBH), a few larger trees, and minimal understory. At the time of the field visit, most of the ground beneath the trees was either saturated or had visible ponding, with root buttressing evident at the base of many trunks. Tree species include red maple, sweetgum, swamp white oak, sour gum, and willow. The understory is comprised of saplings of those species, in addition to a few, scattered clumps of greenbriar (*Smilax sp.*), blueberry (*Vaccinium sp.*), and arrowwood. Discarded trash was visible throughout the wetland area.

This wetland area performs several functions, although its small size and isolated location diminish their importance. The grassy low area has value for flood storage and desynchronization of stormwater, providing some flood protection for the surrounding areas. The forested portion performs few functions, as it is isolated and receives little runoff or drainage from surrounding developed areas. However, the vegetation in the wetland provides a small “island” of wildlife habitat in the midst of a developed area, in addition to a minor role in sediment/toxicant retention.

#### **Wetland 5**

This narrow stream course wetland is 0.59 acres in size, located southeast of Runway 4. This stream is one of several small tributaries flowing west to Glebe Creek, a tributary of the Miles River. This wetland was previously contiguous with Wetland 6, but the two wetlands are now separated by the Airport, under which the stream is piped. The vegetation inside the airport fence has been mowed, restricting it to an herbaceous layer of hardy, opportunistic and exotic species such as foxtail, little bluestem, pokeweed, multiflora rose, polygonum, vetch (*Vicia sp.*), bittersweet nightshade (*Solanum dulcamara*), watercress (*Nasturtium officinale*), and *Phragmites australis*, which has become established at the culvert ends.

Outside (east of) the Airport property line/fence, the stream meanders through woods and has steep, sandy banks. The tree canopy has a cover of approximately 50 percent, which has allowed saplings and tangled vines to become established in the understory. The trees are young, mostly between 10 and 12 inches DBH, and include American beech (*Fagus grandifolia*), sweetgum, black oak (*Quercus velutina*), white oak (*Quercus alba*), and sugar maple (*Acer saccharum*). The shrub layer is characterized by saplings of the overstory tree species, in addition to arrowwood, spicebush, ironwood (*Carpinus caroliniana*), mountain laurel (*Kalmia latifolia*), and tangled clumps of vines including

greenbriar (*Smilax* sp.). There is minimal herbaceous cover consisting of young saplings and Virginia creeper (*Parthenocissus quinquefolia*).

Inside the Airport fence, the mowed section of the stream course provides only minimal roles in nutrient removal, sediment retention and wildlife habitat. Outside the fence, the location of the stream within a larger tract of upland forest bestows greater wildlife habitat values and the vegetation and roots along the steep banks provide values of sediment/shoreline stabilization and nutrient removal/retention.

## **Wetland 6**

Wetland 6 is 6.00 acres in size, located southwest of Runway 4 end. This stream is one of several small tributaries flowing west to Glebe Creek, a tributary of the Miles River. This stream is the western half of a stream that was previously joined with Wetland 5, but has since been separated where it is piped beneath the Runway Protection Zone at the end of Runway 4. Wetland 6 is classified as a temporarily flooded, palustrine wetland dominated by broad-leaved deciduous plants. The delineated area, about one third of the whole wetland, was previously excavated and widened as a mitigation area. At the time of the field visit, the ground was saturated underfoot, with a few spots of visible ponding.

Inside the airport property fence, the wetland follows a narrow, curving channel that is mowed close to its edge, and supports only herbaceous vegetation. Vegetation includes *Phragmites* at the mouth of the culvert, polygonum, pokeweed, foxtail, nightshade, and watercress. Further west from the culvert opening, the channel spreads out into an wet area with tall shrubs and herbaceous cover. Along the Airport fence are a few ash and willow trees in a small cluster.

Outside the fence, a belt of forest vegetation surrounds the stream, approximately 200 feet wide, essentially following the wetland boundary. This area is classified as an temporarily flooded palustrine forested wetland dominated by broad-leaved deciduous plants. Overstory vegetation is comprised of a mix of black gum, sweet gum, swamp white oak, and tulip trees, in addition to American beech and hickory (*Carya* sp.). The understory is dominated by sweet pepperbush and spicebush.

Inside the fence, due to its mowed condition, functions and values provided by this portion of the wetland are reduced. However, the area does play a small role in sediment/toxicant retention, nutrient removal/retention, and wildlife habitat for grassland species. Outside the airport fence, the forested streambelt vegetation provides several values. The substantial network of root systems in the wetland result in values of nutrient removal/transformation and sediment retention, while the tiered vegetative structure provides wildlife habitat.

## **Wetland 7**

Wetland 7 encompasses 0.52 acres. It is another small tributary to Glebe Creek, located west of the end of Runway 4. Inside the Airport fence, it is a narrow stream, approximately 6 to 12 inches wide, supporting aquatic vegetation. Upland vegetation surrounding it is restricted to hardy grasses, as it is



mowed regularly. Outside the fence, the stream flows through the corner of an uncut field of grasses and herbs before entering a thin strip of forested upland at the edge of the project area. The wooded portion is classified as temporarily flooded, palustrine forested wetland.

Due to its narrow configuration and small size, Wetland 7 has a correspondingly small capacity to perform wetland functions. However, the forested portion provides the functions of sediment retention, nutrient removal, sediment/bank stabilization, and wildlife habitat.

## **Wetland 8**

Wetland 8 is a tributary to Glebe Creek, and receives drainage from Wetlands 1, 2, and 3. It consists of 4.26 acres of a well-defined perennial stream course surrounded by mature, dense, mixed hardwoods with a limited understory. The wetland configuration inside the Airport fence follows two drainage paths, and are narrow and meadow-like, with vegetation comprised of *Phragmites*, rush, goldenrod, watercress, and boneset. Beyond the fence, tree species include red maple, tulip (*Tulipifera liriiodendron*), black oak, white oak, southern red oak, American beech, hickory, and sweet gum. The understory, though minimal, is thicker at the stream edges, and consists of beech saplings, witch hazel (*Hamamelis virginiana*), ironwood, flowering dogwood (*Cornus florida*), black cherry (*Prunus serotina*) and sweet pepperbush.

The substantial network of root systems along the stream channel results in high values for nutrient removal/retention and sediment/bank stabilization, while the above-ground portion of the vegetation provides high value wildlife habitat and production export. The federally endangered Delmarva fox squirrel is known to inhabit the forests in this vicinity, so this wetland has particular value as habitat for endangered species. This wetland also has visual quality/aesthetic value. It is a visually pleasing landscape of a meandering, quiet stream through a mature forest, with a majestic quality due to the large tree trunks, open understory, and thick carpet of leaf litter.

## **Wetland 9**

Wetland 9 is a 3.57 acre, mature, forested wetland within a large, unbroken forested block located on the southwest side of Runway 15. It is classified as a seasonally flooded, palustrine forested wetland. This wetland area is associated with an intermittent stream course flowing south into Glebe Creek. In addition, within the project area, there are several isolated wetland pockets of ponding or saturated substrate within the mature forest. At the south-western end of the delineated area, the stream gains definition as it nears Glebe Creek.

Within Wetland 9, the canopy cover is essentially complete (100 percent). Dominant tree species include red maple, sweetgum, black gum, in addition to white and southern red oak, loblolly pine, American beech, and hickory. Shrubs are absent from large areas of the forest understory, but comprise approximately 20-40 percent cover within or beside most of the wetland areas. The shrub layer is dominated by sweet pepperbush (*Clethra alnifolia*), but also includes holly (*Ilex* sp.), blueberry (*Vaccinium* sp.), saplings of beech and gum, and a few patches of greenbriar where light penetrates

through the canopy to the forest floor. Root buttressing was visible in several areas where standing water surrounded the trees.

Many functions are served by this wetland as a result of its position within a larger tract of mature upland forest and as a part of a larger stream system. The vegetation complex provides high value wildlife habitat, with particular value as habitat for the federally endangered Delmarva fox squirrel, and provides high value for nutrient removal/retention/transformation, and sediment retention/stabilization, especially in light of its position down slope of/adjacent to a cultivated soybean field. It also has high visual quality, as the shady, park-like stand of tall trees is a striking contrast to the surrounding human-dominated land uses.

### **Wetland 10**

Wetland 10 consists of two separate areas. One is a small (0.34 acre) wetland pocket northwest of the end of Runway 15, on the north side of Airport Road. It is classified as a temporarily flooded, palustrine scrub-shrub/emergent wetland. This area is a kidney-shaped, low pocket at the edge of a large stand of mature forested upland. In its center are saplings of red maple and sweetgum, tall clumps of spicebush and arrowwood, sensitive fern, and a small patch of *Phragmites*. Along the northeast side, the wetland transitions into upland forest edge, with a mixture of mature tree species including red maple, sweetgum, tulip, sycamore, horse chestnut (*Aesculus hippocastanum*), and loblolly pine. On the other side is an open, grassy area that appears to be mowed infrequently, and is dominated by hardy, opportunistic herbaceous species.

Due to the small size of this wetland, the functions and values are correspondingly low. The primary functions served by this wetland are wildlife habitat, nutrient removal/retention, and sediment retention.

The other wetland area of Wetland 10 is farther northwest, adjacent and parallel to Goldsborough Neck Road. This area is a seasonally flooded, palustrine forested wetland associated with an unnamed tributary to Goldsborough Creek. Dominant tree species include red maple, sweetgum, black gum, in addition to white and southern red oak, loblolly pine, American beech, and hickory. Shrub cover is low, but, where present, is represented primarily by sweet pepperbush, holly, and blueberry (*Vaccinium sp.*).

Many functions are served by this wetland area. The vegetation complex provides high value wildlife habitat, with particular value as habitat for the federally endangered Delmarva fox squirrel, and provides high value for nutrient removal/retention/transformation, and sediment retention/stabilization.

### **Wetland 11**

Wetland 11 is a small section of an intermittent stream north of the end of Runway 15. It is a small tributary to Goldsborough Creek, which is a tributary of the Miles River. Wetland 11 is classified as a temporarily flooded, palustrine forested wetland.

Wetland 11 is associated with a 0.48 acre, intermittent stream that parallels Airport Road. It consists of a narrow band of forested wetland vegetation within a narrow belt of forested upland. There is a dense canopy and minimal understory. Trees in the overstory include red maple, sycamore, loblolly pine, willow, sweetgum, and black oak. The understory, where present, includes dogwood, arrowwood, and oak saplings. The stream bed is narrow, with a thick sandy deposit, possibly the result of stormwater runoff from the adjacent roadway.

Primary functions served by this wetland are wildlife habitat, nutrient removal/retention/transformation, sediment retention, and bank stabilization.

### **Wetland 12**

Wetland 12 is set back on the east side of Route 50, located behind a small patch of forested upland, between several mixed development uses. It is a 3.84-acre, flat, broad, slightly low-lying area, the westernmost portion of which is within the project area. It is classified as a seasonally saturated, palustrine wetland with a mosaic of emergent/forested types interspersed together. Dominant species in the emergent portions of the wetland include *Juncus* sp., *Phragmites*, and grasses in hummocks. Around the edges, the forested wetland vegetation includes red maple, sweetgum, and swamp oak (*Quercus bicolor*) in the overstory, and arrowwood, winged sumac (*Rhus coppalina*), blackberry/raspberry (*Rubus* sp.), and Virginia creeper in the understory.

Due to its location beside developed uses and its broad configuration, this wetland serves important functions in floodflow alteration in terms of both storage and desynchronization of stormwater following precipitation events. This location also renders it important in its function to filter sediments/toxicants from the surrounding land uses, and as an island of habitat for wildlife.

### **Wetland 13**

Wetland 11 is a short section of a narrow stream channel southwest of the end of Runway 4. Like Wetland 5, it runs to the west and is a tributary to Glebe Creek. This wetland is classified as a temporarily flooded, palustrine forested wetland.

The wetland limit coincides with the stream channel limit, such that wetland vegetation is minimal. The stream is set within a forested area, with a dense canopy and minimal understory. Trees in the overstory include white and southern red oak, sycamore, sweetgum, and black oak.

Primary functions served by this wetland are conveyance of runoff and wildlife habitat.



**MILL CREEK ENVIRONMENTAL CONSULTANTS, Ltd.**

**Environmental Consulting & Testing**

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**Wetlands Delineation and  
Jurisdictional Determination (JD)  
Airport Layout Plan (ALP) Update  
Easton Airport  
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## INTRODUCTION

On December 13, 2005, Mill Creek Environmental Consultants, Ltd. completed a wetlands delineation and Jurisdictional Determination (JD) of the area of, and certain locations around, Easton Airport, Easton, Maryland. On this date the Corps of Engineers (COE) gave verbal confirmation to the boundaries of wetlands areas identified in this report. Written concurrence of these is forthcoming. The location of the Airport and the survey area is shown on the map at Appendix 1.

The purpose of the wetlands survey and delineation was to provide information and data for an airport layout plan (ALP) update for the facility. This study was undertaken to comply with requirements of the Federal Aviation Administration (FAA) and the Maryland Aviation Administration (MAA) of the Maryland Department of Transportation (MDOT).

## METHODS

The wetlands survey and delineation was performed in accordance with the routine, onsite determination methods as outlined in the Corps of Engineers Wetlands Delineation Manual (Technical Report Y-87-1, USAEWES Environmental Laboratory, Vicksburg, MD). Interpretations specified by the Office of the Chief of Engineers (Memorandum from Major General Arthur E. Williams, Director of Civil Works, 6 March 1992) were also followed.

USDA Soil Conservation Service (SCS) soil survey information, US Geological Survey topographic mapping, US Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) maps, and other available information were reviewed prior to and during the field survey.

## RESULTS

**Site Location and Drainage.** The approximately 800 acre survey site is irregularly shaped because of the road network around the facility. The dense woodland on the west (W) side of the property as well as large parcels of active farmland to the north (N) and northwest (NW) also help to define the location. The airport location is approximately 72 feet above mean sea level.

Topography is relatively flat except for the southern end of the runway safety area (RSA) where there is a gradual incline. Portions of the site are drained by swales which flow into roadside ditches maintained by MDOT. According to onsite observations and the USGS topographic maps for the area, the site drains to the northwest (NW) into Goldsborough Creek which flows southwestward into the Miles River which flows into Eastern Bay which is a finger of the Chesapeake Bay.

Wetland areas on the site include both isolated and adjacent wetlands. Also, some of the identified wetlands appear to be located within a headwaters situation.

**General Description of the Site.** The majority of the survey area is occupied by the active airport and large parcels of agriculture and forested land. Most of the vegetated land of the air operations area (AOA) is composed of mowed fields, although there are some stands of deciduous hardwoods to the west (W) of Runway 33-15 and southeast (SE) of the end of Runway 4-22. Agriculture fields and urban areas surround the facility with an industrial park to the south, southwest (SSW) and main highway corridors to the east (E) and south (S).

It should be noted that much of the land in the survey area has been disturbed in conjunction with urban construction and agriculture activities.

Land uses in the vicinity of the Airport include business and residential uses as well as agriculture and industrial property.

**Soils.** The Soil Survey of Talbot County, Maryland (USDA, Soil Conservation Service, 1970) shows that several soil types are present in the survey area (Appendix 2.). However, the predominate types are Made land, Elkton loam, Elkton silt loam, Fallsington loam, Keyport loam, Keyport loam (2-5% slopes), Keyport loam (5-10% slopes), Matapeake loam, Matapeake loam (2-5% slopes), and Mixed alluvial land. Elkton and Mixed alluvial land are listed in the Hydric Soils of the United States (1991) as hydric soils.

**Vegetation.** Several different plant communities are present in the survey area. These include: farmed fields, maintained fields, fallow fields, disturbed areas, scrub/shrub, mixed pine/broad leaf deciduous hardwood forests, pine forests, and broad leaf deciduous hardwood forests. The most common plant communities in the area are described below.

Maintained fields are present on the majority of the site. This is to be expected as the Airport is regularly mowed to keep vegetation height to a low level. A typical upland area in these fields is dominated by broom sedge (*Andropogon virginicus*), five-fingers (*Potentilla canadensis*), various cloves (*Trifolium* spp.) and other grasses (*Graminae* spp.). Typical wetlands in maintained fields are dominated by wool-grass (*Scirpus cyperinus* (L.) Kunth), soft rush (*Juncus effuses*), Fox sedge (*Carex vulpinoidea*), and Virginia Wild Rye (*Elymus virginicus*). In ditch locations within these type wetlands, common Cat-tail (*Typha latifolia*) abounds.

Scrub/shrub areas are found in cut over forests near the site. The tree stratum is not present, and in an upland area the saplings are typically dominated by White Oak (*Quercus alba*), Red Maple (*Acer rubrum*), Sweetgum (*Liquidambar styraciflua*), and American Holly (*Ilex opaca*). Black Cherry (*Prunus serotina*), Sweetgum, and Virginia creeper (*Parthenocissus quinquefolia*) along with Red Cedar (*Juniperus virginiana* L.) are dominants in the shrub layer. Scrub/shrub wetlands are most commonly dominated by Sweetgum, Red Maple, and Greenbrier (*Smilax rotundifolia*). Sweetgum, Poison Ivy (*Toxicodendron radicans*), Greenbrier, and some fern species dominate the herb strata. Greenbrier is the dominant vine however some areas may include species of grapes (*Vitis* spp.).

Mixed pine/deciduous hardwood forests within and adjacent to the survey area are typically dominated by Loblolly Pine (*Pinus taeda*), Sweetgum, Red Maple and Black Cherry in the canopy with trunks of Tulip Poplar (*Liriodendron tulipifera* L.) also present. The subcanopy and shrub stratum is dominated by Sweetgum, Red Maple, and Southern Red Oak (*Quercus falcata*), Sweetgum, Red Maple, Southern Red Oak, and Squaw Huckleberry (*Vaccinium stamineum*) dominate in the herb strata. Greenbrier is the only vine present at the sampling points in this plant community. A typical wetlands location in this community is dominated by Red Maple, Sweetgum, Loblolly Pine, and Black Gum (*Nyssa sylvatica*), Red Maple, Sweetgum, Sweet Pepperbush (*Clethra alnifolia*) and Greenbrier are found in the sapling/shrub stratum. Herbaceous species include Fetter Bush (*Leucothoe racemosa*), Sweet Pepperbush, Black Elderberry (*Sambucus canadensis* L.) and Greenbrier. Greenbrier is the predominate vine.

Pine forests are dominated by a canopy of Loblolly Pine, Black gum, Sweetgum, Red Maple, and American Elm (*Ulmus americana*). These are also dominant in the sapling/shrub stratum. Sweetgum, Poison Ivy, and Greenbrier are dominant in the herb stratum. Greenbrier is the only vine present.

Uplands in the deciduous hardwood forests on the site are typically composed on the following dominant species: tree stratum-Southern Red Oak, White Oak, Sweetgum and Tulip Poplar; sapling/shrub stratum-Sweet Pepperbush, Black Gum, Sweetgum and Red Maple; herb stratum - Sweet Pepperbush, American Holly, Red Maple and Dangleberry (*Gaylussacia frondosa*). Greenbrier and Poison Ivy are present as vines. Blackberry species (*Rubus* spp.) are also present at the forest edge in more open areas. A typical hardwood wetland area on the Airport has many of the dominant species listed for uplands including Sweetgum, Black Gum, Red Maple, Sweet Pepperbush, Fetter Bush, Greenbrier and in some locations stands of High Bush Blueberry (*Vaccinium corymbosum* L.).

**Hydrology.** Typical primary and secondary indicators of wetland hydrology at the site include wetland drainage patterns, saturation of the soil in the upper 12 inches and/or inundation, oxidized rhizospheres, watermarks, water stained leaves, and other indicators.

**Disturbed Areas.** Large portions of the Airport have been filled, graded, ditched, or otherwise modified by human activity. Ditches through uplands were generally not classified as wetlands, unless they were clearly part of a wetland system, or unless they showed evidence of being original wetlands (e.g. meandering ditches or wide shallow swales with hydric soils and other wetland indicators present). Ditches through wetlands and ditches which interconnected nearby wetland areas were generally classified as wetlands when the three (3) wetland criteria were met.

Evidence of man-made swales within graded upland areas were generally not classified as wetlands unless these areas disclosed very strong indicators of wetland hydrology, hydrophytic vegetation, and hydric soils.



## SYNOPSIS OF WETLAND AREAS

Jurisdictional wetlands occur at several locations within the survey area of the Easton Airport. Ten (10) areas were located within the boundaries of the survey area. These were delineated and surveyed for total wetland area. Maps of the survey wetlands locations is at Appendix 3. Correlation of the location of these wetlands areas may be made with the Project Area Map at Appendix 1.

A synopsis of each of the ten (10) wetland locations is given below:

**Wetland Area 1.** This wetland within the survey boundary is 0.38 acres and is part of a larger wetlands location. The entire area is a combination of Palustrine, emergent (PEM) and Palustrine, scrub-shrub (PSS) wetlands whose total area is 6.32 acres. The wetlands drains to the south, southeast (SSE) into an adjacent wetlands site outside the Airport security fence. The emergent marsh portion of the delineated boundary contains willows (*Salix* spp.), Common reed (*Phragmites australis*), Cattails (*Typha* spp.), Sweet Pepperbush (*Clethra alnifolia*), Arrowwood *Virburnum* (*Virburnum dentatum*), rhododendron species (*Rhododendron* spp.), and pokeweed (*Phytolacca americana*). Sphagnum moss is layered beneath and between the emergent plants.

Soils in this area are obviously disturbed due to facility construction but they demonstrate hydric characteristics.

Hydrology is maintained by topographic drainage, sheet flow, and stormwater runoff from the runway (Runway 4) surface.

**Wetland Area 2.** This wetland area is a 3.13 acre Palustrine, forested (PFO) site located near the end of Runway 33 outside, the Airport security fence. Wetlands vegetation includes Swamp White Oak (*Quercus bicolor*), Sour-gum (*Nyssa sylvatica*), and Red Maple (*Acer rubrum*) in the tree strata. The understory includes Sycamore (*Platanus occidentalis*), Sassafras (*Sassafras albidum*), Spice bush (*Lindera benzoin*), Arrowwood and Sweet Pepperbush, and Red Maple in the saplings/shrub layer. The herbaceous layer contains Poison Ivy (*Toxicodendron radicans*), Japanese Honeysuckle (*Lonicera japonica*), Joe-pye Weed (*Eupatorium* spp.), Sensitive Fern (*Onoclea sensibilis*), and wetland grasses (*Gramina* spp.).

Soil in the area are obviously disturbed but demonstrate hydric characteristics.

Hydrology is maintained by run-off and drainage from Wetland Area 2 and Wetland Area 3.

**Wetland Area 3.** This wetland area is 1.55 acres in size and is located at the end of Runway 33 between Old Centreville Road and the Route 50-Easton Parkway junction. It is a Palustrine, forested (PFO) site dominated by broad-leaf deciduous plants. The area is seasonally flooded with root buttressing indicating wetland hydrology.

The tree stratum is dominated by Sour Gum, Red Maple, Swamp White Oak and Pin Oak (*Quercus palustris*) while the sapling-shrub layer includes Arrowwood, Multiflora Rose (*Rosa multiflora*) and a few trunks of Atlantic White Cedar (*Chamaecyparis thyoides*). The herb layer is dominated by wet grasses (*Graminae* spp.) and a variety of ferns.

Soils are disturbed and their characteristics influenced by construction events in the area. Despite this fact, the soils maintain wetland hydrology.

**Wetland Area 4.** This is an approximately 1.0 acre wetland site which is a seasonally saturated Palustrine, forested (PFO) area. The wetland is located on the eastern side of Easton Parkway (Route 322) just west (W) of its junction with Route 50.

Tree species include Red Maple, Sweetgum, Swamp White Oak, Sour Gum and Willow species. The sapling-shrub layer is composed of those species along with Arrowwood and clump of Greenbrier (*Similax* spp.) and Blueberry (*Vaccinium* spp.). Wet grasses (*Graminae* spp.) dominate the herb layer.

Most of the area contains Elkton soil series which are hydric although some soils are disturbed.

Hydrology is maintained by surface run-off and flow from highway ditches.

**Wetland Area 5.** This area of 1.56 acres of Palustrine, forested (PFO) wetlands and PEM areas in the survey area extends outside the area to the west (W) for an additional 2.70 acres. Inside the Airport security fence vegetation is Phragmites, Rush, Goldenrod, Boneset, and Watercress in the drainage channel. The tree layer includes Red Maple, Tulip tree (*Liriodendron tulipifera*), Southern Red Oak, American Beech and Sweetgum.

The understory contains saplings of the above tree species along with stems of Witch Hazel (*Hamamelis virginiana*), Ironwood, Flowering Dogwood (*Cornus florida*), Black Cherry (*Prunus serotina*) and Sweet Pepperbush.

Soils in the areas are Elkton Silt Loam and Mixed Alluvial land, both of which are hydric.

Hydrology in this location is drainage from Wetlands 1, 2, and 3. These join to form a perennial stream system in the site.

**Wetland Area 6.** This wetland is a 3.57 acre, mature forested wetland (PFO) within a larger forested area on the southwest (SW) side of Runway 15. Dominant tree species in the complete cover include Red Maple, Sweetgum, Black Gum, Southern Red Oak, White Oak and American Beech with a few patches of Loblolly Pine (*Tseuga canadensis*). The sapling-shrub layer includes trunks of the above trees, plus Sweet Pepperbush, American Holly (*Ilex opaca*), Blueberry, and clumps of Greenbrier in locations of open canopy. The herb layer consists of species of wet grasses as well as stands of ferns.

Soils in this wetlands area consist of disturbed locations of made land interspersed with Elkton silt loam and Mattapex loam. Elkton silt loam is a hydric soil.

Wetlands hydrology in the area is seasonal soil saturation with water coming from sheet flow and drainage from portions of the Airport.

**Wetland Area 7.** This is a small narrow area of Palustrine, forested (PFO) wetland associated with an intermittent stream, which is a tributary to Goldsborough Creek. The wetland area is approximately 0.50 acres in size located within a larger band of upland forest. Trees in the overstory of the wetlands include Red Maple, Sycamore, Loblolly Pine, Sweetgum, Black Oak, and Willow species. The sapling-shrub layer consists of representatives of the trees in the understory along with Dogwood and Ironwood. The herb layer consists of clumps of wet grasses, a layer of Sphagnum moss in select locations, and portions of Greenbrier and Honeysuckle.

Soils are disturbed made land due to road construction and Airport improvements.

Wetland hydrology is a result of stormwater runoff from the adjacent roadway (Airport Road).

**Wetland Area 8.** This wetland is a 0.34 acre wetland pocket on the northeast (NE) side of Airport Road. The area is a pocket of Palustrine, forested (PFO) wetland combined with portions of scrub-shrub and emergent wetlands in the lower elevations of this site. Trees in the overstory include Red Maple, Sweetgum, Tulip tree, Horse Chestnut (*Aesulus hippocastanum*), and Loblolly Pine. The understory contains numbers of the same species in the sapling-shrub layer along with clumps of Spicebush and Arrowwood. Sensitive fern and patches of Phragmites dominate the emergent plants in the lower portion of the site.

Soils in this location are disturbed because of historical construction activities. However, there are vestiges of Elkton silt loam (hydric soil) in the wetland area.

Wetland hydrology comes from surface run off and sheet flow from the adjacent roadway.

**Wetland Area 9. (A.)** This is one of the two (2) wetland areas off Airport property delineated during the survey. This location is a seasonally flooded Palustrine, forested (PFO) wetland adjacent and parallel to Goldsborough Neck Road. The site is associated with an intermittent stream system flowing north, northwest (NNW) from beneath Airport Road into an unnamed tributary to Goldsborough Creek. Dominant trees in the overstory include Red Maple, Sweetgum, Black Gum, White and Southern Red Oak, American Beech, Loblolly Pine, and Hickory species. Sapling-shrub cover is low in the area and consists of Sweet Pepperbush, American Holly, and Highbush Blueberry. Extensive stands of Phragmites along with Greenbrier and Japanese Honeysuckle abound in the herb strata.

Soils in the stream drainage are Mixed alluvial type interspersed in the Sassafras sandy loam series.

Wetland hydrology comes from surface runoff from contiguous areas and runoff from impervious areas from roadways and from the Airport.

**Wetland Area 10 (J.).** This large dendritic wetland area is located off Airport property west (w) and north, northwest (NNW) of Goldsborough Neck Road. The area is adjacent to headwaters of Goldsborough Creek and follows unnamed stream tributaries to the Creek and includes a portion of the marsh which was included in the survey area. The tree strata of this wetlands area includes American Beech, Sycamore, White and Swamp Red Oaks, Sweetgum, Red Maple, Blackgum, and a few trunks of Loblolly Pine. The sapling-shrub layer contains a mixture of the above trees plus American Holly, Sweet Pepperbush, and Blueberry. The herb strata which is sparse in the forested portion of the wetlands includes wet grasses, various ferns, clumps of Greenbrier, and stands of Honeysuckle. The flood plain emergent wetlands in this area is an extensive Phragmites dominated location transitioning into the open water of Goldsborough Creek. The marsh extending up the fingers of tributary intermittent streams in the area is covered with stands of tall Phragmites.

Soils in this area are Mixed alluvial lands surrounded by areas of Elkton loam, Keyport loam, 2-5% slopes, and Mattapex loam, 2-5% slopes.

Wetlands hydrology in this area is maintained by sheet flow from surrounding cleared areas, runoff from impervious surfaces such as roadways, and drainage ditches cut through and around agricultural fields.

## SUMMARY

The wetlands investigation and delineation within the survey area of the Easton Airport revealed ten (10) wetlands areas. Wetlands types delineated included forested, scrub-shrub, and emergent systems. There were also man-made features in the site which exhibited wetland characteristics but were not delineated because not all three (3) technical criteria for wetlands were present.

## REFERENCES

- Fernald, M. L. 1950. Gray's Manual of Botany, 8<sup>th</sup> Edition. American Book Company, New York. 1632 pp.
- US Army Corps of Engineers, Environmental Laboratory, 1987. Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1, US Army Engineer Waterways Experiment Station, Vicksburg, Mississippi, 100 pp. W/Appendices.
- US Department of Agriculture, Soil Conservation Service. 1991. Hydric Soils of the United States, 3d Edition. Miscellaneous Publication Number 1491, Washington, D.C., 564 pp.
- US Department of Agriculture, Soils Conservation Service, 1970. Soil Survey of Talbot County, Maryland, Washington, D.C., 133 pp. W/Mapping.
- US Fish and Wildlife Service, Biological Services Program. 1979. Classification of Wetlands and Deepwater Habitats of the United States. FWS/OBS-79/31, US Department of the Interior, Washington, D.C., 103 pp.



In reply, please refer to: 20830973

July 22, 2009

Mr. Alan Kampmeyer, Project Manager  
Maryland Department of the Environment  
Water Management Division  
Nontidal Wetlands & Waterways Division  
201 Baptist Street  
Salisbury, MD 21801

Reference:     Announcement of Public Informational Workshop  
                  Request for Review and Comment on Proposed Projects  
                  Environmental Assessment for the Runway Extension and Related Improvements  
                  Easton / Newnam Field Airport  
                  Easton, Maryland

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Dear Mr. Kampmeyer:

On behalf of the Talbot County Council, the URS Corporation (URS) would like to announce that a Public Informational Workshop is being held for the currently ongoing Environmental Assessment (EA) for the proposed Runway Extension and Related Improvements at Easton / Newnam Field Airport (ESN) in Easton, Maryland. The Workshop, which will be held as an "open house" forum, is scheduled for Thursday, August 20, 2009 from 6:00PM to 8:00PM in the Wye Oak Room at the Talbot County Community Center located at 10028 Ocean Gateway in Easton, Maryland. This Workshop is designed to inform the public of the proposed actions, alternatives, and the proposed study approach.

In addition, we are requesting your agency's review and comment on the proposed projects as they relate to wetlands and waterways.

#### **BACKGROUND ON PROPOSED PROJECTS**

An Agency Scoping Meeting and Public Informational Workshop were held for this project on February 20, 2007. At that time, the intent of the EA was to address the proposed projects in the Airport's Capital Improvement Program (CIP), which included the extension and conversion of Runway 15-33 to the primary runway at ESN. However, at this meeting in February 2007, the Eastern Shore Land Conservancy expressed their opposition to the project since they, along with Maryland Environmental Trust as co-grantee, hold a conservation easement on the property previously owned by Mary and Charlotte Fletcher. This property was designated for acquisition to accommodate the extension of Runway 15-33 to the northwest. Subsequent meetings with the Talbot County Council, Eastern Shore Land Conservancy, Attorney General, Maryland Environmental Trust, as well as the advice of legal counsel, resulted in a decision by Talbot County to no longer pursue any future plans for Airport expansion onto the Fletcher property. As a result, the EA was placed on hold by the Federal Aviation Administration (FAA) and additional planning services were conducted to revisit alternatives involving an extension to the other runway at the Airport, Runway 4-22.

#### **DESCRIPTION OF PROPOSED PROJECTS**

The additional planning services resulted in several extension alternatives to Runway 4-22. These alternatives were reviewed by the FAA, Maryland Aviation Administration (MAA), and the Talbot County Council. A recommended alternative was selected and placed on the Airport Layout Plan (ALP).

URS Corporation  
4 North Park Drive, Suite 300  
Hunt Valley, MD 21030  
Tel: 410.785.7220  
Fax: 410.785.6818



Mr. Alan Kampmeyer, Project Manager  
July 22, 2009  
Page 2 of 2

The FAA, MAA, and County approved the revised ALP on February 2009. With approval of the revised ALP, the EA has been re-started with the incorporation of the new alternatives.

The runway extension alternative shown on the ALP would provide a 6,400 foot runway through the use of declared distances on the Runway 4 end. The Runway 4 end would be extended 1,896 feet with an 800 foot displaced threshold (see **Exhibit 1**). Connected actions to the runway extension include the construction of a parallel taxiway to the extended runway end, the acquisition of several privately-owned properties, and the removal of penetrations to the Airport's airspace. [Title 14, Part 77 of the Code of Federal Regulations (14 CFR Part 77) requires that the "imaginary surfaces", which extend above the ground around all sides of a runway, be kept clear of all obstructions to air navigation.]

Additional projects in the EA that are unrelated to the runway extension include the construction of an Airport Service Road, construction of aircraft storage facilities, and the removal of obstructions to the existing airspace of Runway 15-33 and Runway 4-22 (see **Exhibit 1**).

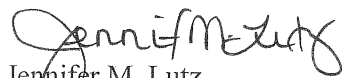
**REQUEST FOR REVIEW AND COMMENT**

Currently, we, along with our subconsultant, Restoration Ecological Services, are coordinating with your office with respect to an ongoing project involving the proposed conversion of forested non-tidal wetlands into non-forested wetlands at the Airport (Application Tracking # 200961402 / WMA #09-NT-2068). We are currently addressing your comments on that particular project and we look forward to continuing our coordination efforts with you on that effort.

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to the wetlands and waterways. Any preliminary comments are appreciated. As we get further in the analysis of environmental impacts, I will keep you informed of the proposed impacts to wetlands, waterways, and floodplains, if applicable. If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or [jennifer\\_lutz@urscorp.com](mailto:jennifer_lutz@urscorp.com). Thank you for your assistance with all projects, past and present, at the Airport.

Sincerely,

**URS Corporation**

  
Jennifer M. Lutz  
Project Manager

Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration  
Dave Hardin, Restoration Ecological Services, Inc.



In reply, please refer to: 20830973

July 22, 2009

Mr. Rod Schwarm  
US Army Corps of Engineers  
PO Box 236  
Easton, MD 21601

Reference:     Announcement of Public Informational Workshop  
                  Request for Review and Comment on Proposed Projects  
                  Environmental Assessment for the Runway Extension and Related Improvements  
                  Easton / Newnam Field Airport  
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Tel: 410.785.7220  
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Mr. Rod Schwarm  
July 22, 2009  
Page 2 of 2

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Additional projects in the EA that are unrelated to the runway extension include the construction of an Airport Service Road, construction of aircraft storage facilities, and the removal of obstructions to the existing airspace of Runway 15-33 and Runway 4-22 (see **Exhibit 1**).

**REQUEST FOR REVIEW AND COMMENT**

Currently, we, along with our subconsultant, Restoration Ecological Services, are coordinating with your office as well as the Maryland Department of the Environment with respect to an ongoing project involving the proposed conversion of forested non-tidal wetlands into non-forested wetlands at the Airport. We look forward to continuing our coordination efforts with you on that effort.

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to the wetlands and waterways. Any preliminary comments are appreciated. As we get further in the analysis of environmental impacts, I will keep you informed of the proposed impacts to wetlands, waterways, and floodplains, if applicable. If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or [jennifer\\_lutz@urscorp.com](mailto:jennifer_lutz@urscorp.com). Thank you for your assistance with all projects, past and present, at the Airport.

Sincerely,

**URS Corporation**

A handwritten signature in black ink that reads "Jennifer M. Lutz".

Jennifer M. Lutz  
Project Manager

Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration  
Dave Hardin, Restoration Ecological Services, Inc.

# Memorandum

**To:** File  
**Cc:** Jennifer Lutz, URS  
**From:** David Hardin  
**Date:** October 2, 2009  
**Subject:** Meeting with local USCOE regarding wetlands delineations at Easton Airport

I met with Rod Schwarm of the local USCOE office this morning to discuss past delineations conducted at the airport and review that information in their files. I also wanted to discuss with Rod his past experience with the airport and where additional jurisdictional waters and wetlands would likely be found. We reviewed the 2002 JD, the 2004 delineation and permit, and the 2006 JD. He provided copies of drainage maps he had of the airport to we could identify likely areas of jurisdiction. We discussed how best to handle additional jurisdictional areas so any JD issued would cover all the additions plus all of the past delineated wetlands that remained. The two wetland areas delineated in 2004 were both filled under permit. He suggested we submit the newly delineated areas directly to his office with a request to modify the 2006 JD to include the new areas. He would then issue a new JD that would include all of the delineated wetlands and waters on the airport. He agreed to conduct a field review of areas flagged before the request was submitted.

# Memorandum

**To:** File  
**Cc:** Jennifer Lutz, URS  
**From:** David Hardin  
**Date:** November 17, 2009  
**Subject:** On-site review with local USCOE of additional jurisdictional areas located at Easton Airport

RES, Rod Schwarm (COE), Jennifer Lutz (URS) and Mike Henry (Easton Airport) met this morning at the airport to field review additional wetlands and waters flagged by RES on airport property. Rod agreed with our classification and delineation of emergent wetlands at the southeast end of Runway 15-33, the waters of the US at the northwest end of Runway 15-33 and the completion of the boundary of the wooded wetlands adjacent to Airport Road. He asked that we add the narrow drainage swale in the Airport Road right of way that connects to the area we flagged as waters of the US by mapping the centerline. The swale would also be considered waters of the US. After we parted with Jennifer and Mike, Rod and I looked at the swale draining across the back and west side of the former Black and Decker site, now owned by Easton Exchange LLC. This swale originates off-site and travels along the edge of a steep bank and the mowed lawn. North of the bank is cut-over wooded that is at a scrub-shrub stage that contained mostly a mix of upland and pioneer tree species rated FAC. Species included tulip poplar, sweet gum, loblolly pine, black cherry, old field blackberry, poison ivy, common greenbrier. This area is approximately 4-5 feet higher in elevation than the shallow swale. Vegetation of the swale was largely emergent wetland species within the channel such cattails, rushes and sedges. There were also scattered black willow and silky dogwoods. The swale bends away from the cut-over woods near the west edge of the woods and becomes primarily vegetated with common reed or phragmites. The phragmites contained scattered trees and shrubs including black cherry and silky dogwood. Rod suggested we delineate the swale from aerial photography. This was done using winter photography for both this swale and the swale along Airport Road.

**WETLANDS DELINEATION REPORT 2009**

**EASTON AIRPORT**

**Easton, Maryland**

**December 18, 2009**

**Prepared for:**

URS Corporation  
4 North Park Drive, Suite 300  
Hunt Valley, Maryland 21030

**Prepared by:**



RESTORATION ECOLOGICAL SERVICES, INC.  
311 N. Aurora St.  
Easton, MD 21601  
(410) 820-7465

RES Project No. 0013-00002

## **INTRODUCTION**

Easton Airport is conducting an Environment Assessment (EA) for the next five year capital improvement project. As part of the review, potential impacts to wetlands and jurisdictional waters are being identified. A number of wetland delineations have been conducted at Easton Airport in the past. Each was associated with a specific project or group of projects and only covered that portion of the airport or adjacent properties that would be effected by the proposed projects. The most recent delineations verified by the US Army Corps of Engineers are covered by jurisdictional determination letters (JD) issued June 6, 2002 and March 24, 2006. The 2002 JD was combined with the 2006 JD to provide the most overall coverage of the airport and are currently valid determinations. While reviewing the areas covered by these determinations it was felt some possible jurisdictional areas still had not been reviewed and delineated in the field.

An office meeting was held with the local Corps representative to review their files and determine what areas on and adjacent to the airport had been previously examined. This information was used to identify additional areas to be examined for potential jurisdictional waters and wetlands in order to complete the delineation of all of the airport property and adjacent properties where future impacts described in the current EA could be expected.

## **FINDINGS**

Five additional jurisdictional areas were identified in the field on October 21 and November 17, 2009. These areas were field verified with the USACOE on November 17, 2009. Other drainage features were also examined, but not included as they did not meet the requirements of either wetland or "waters." The added areas are identified by number using a continuation of the numbering system included in the 2006 JD. Area 7 is the remainder of a wooded wetland partially mapped in the 2006 JD and located adjacent to Airport Road. Area 20 is a narrow drainage swale largely within the grassed right of way for Airport Road and adjacent to Area 7. It is classified as "Waters of the United States." Area 20 drains into Area 19 which is also "Waters of the United States." Area 19

originates as the discharge from an underground pipe at the northwest end of Runway 15-22 and continues north under Airport Road where it becomes wetland Area 9 included in the 2006 JD. Area 18 is located southeast of the opposite end of Runway 15-33. This wetland begins off-site to the south and the north end drains into a culvert. The final wetland area (21) is located south of the airport property on the adjoining parcel owned by Easton Exchange LLC. These areas were added to the existing map of delineated wetlands and waters and will be submitted to the local US Army Corps of Engineers field office as a requested modification to the 2006 JD. The revised delineation map is attached as **Exhibit 1**. More detailed descriptions of the added areas are provided below.

## **AREA 7**

Area 7 is a deciduous forested wetland associated with a stream channel and partially surrounded by upland forest. It begins just west of Corkran Road as a narrow channel along the south side of the woods and quickly widens beyond the channel across most of the woodland. It then constricts again to a narrow wetland with a 6-10 foot wide channel by the time it exits the woods at the west end and connects to Area 19. The channel was formerly intermittent, but much of the former flow that entered the wetland from the south and east has been redirected to other drainage paths through various construction activities over the years. Much of the adjacent upland forest contains old fill piles and is highly disturbed. The wetland overstory is dominated by red maple, sweet gum, and loblolly pine. The understory and ground cover is fairly open with relatively few shrubs or sapling trees of the above species. Groundcover is largely field garlic, poison ivy, Japanese honeysuckle, common greenbrier and multiflora rose. Shallow roots are evident throughout as is evidence of occasional sheet flow. Soil borings confirmed the presence of hydric soils. The area is mapped as Fallsington loam, a poorly drained, hydric soil.

## **AREA 18**

Area 18 is a 3-5 foot deep swale that begins off-site near the southwest boundary and Old Centreville Road. The swale drains north for approximately 950 feet and enters a culvert. The swale is shown

as a solid blue line stream on the USGS topographic quadrangle (Easton). The topo quad suggests the culvert drains to an outlet southwest of the intersection of Runways 4-22 and 15-33 at previously delineated Area 5.

The swale is located within a narrow band of Elkton loam soils, a very poorly drained, hydric soil. Soil borings confirmed the presence of hydric soils. The channel of the swale appeared to have fairly constant water flow as evidenced by filamentous algae on the bottom and duckweed, a floating aquatic plant, on the surface in places. Vegetation in the bottom of the swale was dominated by rice cutgrass, soft rush, barnyard grass, fringed sedge, and other unidentified sedges with occasional clumps of common elderberry and silky dogwood along the toe of the bank. This area was mapped as nontidal wetlands.

#### **AREA 19**

Area 19 is a narrow, 5-6 foot deep, steep-sided swale at the northwest end of Runway 15-33. It begins at the outlet of a concrete headwalled culvert and drains to the north and under Airport Road. The swale drains through soils mapped as Fallsington loam and Woodstown loam. However, land grading activities in the past have greatly impacted soils in this area of the property. The bottom of the channel was exposed sand throughout most of the length indicating fairly constant water movement. The channel did not contain any wetland vegetation, although the banks were heavily vegetated. This area was classified and mapped as “Waters of the United States.” Additional swales that drain into Area 19 were examined, but did not meet the criteria for jurisdictional waters or wetlands.

#### **AREA 20**

Area 20 is a shallow, narrow, intermittent drainage swale within the right-of-way of Airport Road adjoining the airport property and adjacent to Area 7. The drainage way originates off-site on the north side of Airport Road, crosses under the road via a culvert and flows along the south side of

Airport Road under the entrance to Corkran Road and continues west until it joins Area 19 near the north end of Runway 15-33. The swale contains bare ground and mowed turf grass for most of its length. It contains little wetland vegetation except for scattered individual clumps of soft rush and sedges. Over time it has captured much of the water flow that used to travel through Area 7. During periods of high flow it overflows into Area 7 as sheet flow. Due to the prevalence of water flow, but the lack of wetland vegetation, this area was classified and mapped as “Waters of the United States.”

## **AREA 21**

Area 21 was the only new area located outside the airport boundary. Alternatives for Runway 4-22 would relocate and extend the runway to the south. This would require the acquisition of the adjoining property owned by Easton Exchange LLC (the former Black and Decker property) and its grading to create a new runway safety zone. Therefore, this property was examined for the presence of jurisdictional waters and wetlands. A constructed stormwater management pond is located in the southwest corner of the property, but is not jurisdictional waters. The north end of the property, next to the airport, contains an area of cut-over forest that is within an existing aviation easement. The land drops sharply along the south edge of this area to maintained lawn. A shallow drainage swale that originates off-site to the northeast, traversed the property from east to west along the toe of the bank. The swale is dominated along the woods by emergent wetland vegetation including broad-leaved cattail, soft rush, wool grass, various sedges, black willow, silky dogwood and buttonbush. At the west end of the woodland the swale curves to the southwest and broadens in width for a distance before narrowing again before it enters a pipe and exits the site. This portion is dominated by common reed or phragmites with scattered black cherry, sweet gum and silky dogwood. Soils traversed by the swale are mapped as Othello silt loam; a poorly drained hydric soil, Barclay silt loam; a somewhat poorly drained soil and Elkton silt loam, a very poorly drained hydric soil. This area was mapped as nontidal wetlands.





311 N. Aurora St.  
Easton, MD 21601  
Phone/Fax 410-820-7465

January 12, 2010

RES#0013-0002

Mr. Rod Schwarm  
US Army Corps of Engineers  
Eastern Shore Field Office  
Talbottown Shopping Center  
Easton, MD 21601

RE: Modification to 2006 Wetlands Jurisdictional Determination  
Easton Airport  
Easton, MD

Dear Mr. Schwarm;

Based on our review of maps and photos of the airport property and subsequent field visits, including the November 17, 2009 site visit with you, we are requesting a modification to the 2006 wetland jurisdictional determination. We have located four additional areas both on and adjacent to the airport property that are either "waters of the US" or nontidal wetlands associated with drainage ways. We have also added to a previously delineated area that was not completely mapped.

A delineation report and 3 copies of the map showing all of the areas on and adjacent to the airport that have been mapped is enclosed. We believe all jurisdictional waters and wetlands within the airport property have now been located, plus all adjacent jurisdictional areas that are within the potential impact area for expansion and obstruction removal for the next five years.

Please let me know if there is any additional information required to complete this request or if you have any other questions.

Sincerely,

David L. Hardin

projects\0013-0002\wetlands\request to modify 2006 JD

encl.

cc: J. Lutz, URS Corp



**DEPARTMENT OF THE ARMY**  
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
P.O. BOX 1715  
BALTIMORE, MD 21203-1715

REPLY TO  
ATTENTION OF

Operations Division

23 March 2009

Easton Air Port  
c/o Mr David L. Hardin  
Restoration Ecological Services  
311 North Aurora Street  
Easton, Maryland 21601

Dear Mr. Hardin:

This letter supersedes our 24 March 2006 jurisdictional determination letter regarding the Easton Airport. This is in response to your request for a clarified/updated jurisdictional determination (JD) and verification of the determination of waters of the United States, including jurisdictional wetlands are present on the Easton Airport property, Easton, Talbot County, Maryland. Your project has been assigned the file name, **CENABOP-RMS (EASTON AIR PORT/ JD) 2006-00195-M13**.

Numerous field inspections have been conducted and these inspections indicated that the waters of the United States including jurisdictional wetlands within the "Area of Review" present on your property are accurately depicted on the enclosed plat, signed and dated 23 March 2009. Those areas indicated as waters of the United States, including non-tidal wetlands are regulated by this office pursuant to Section 404 of the Clean Water Act. Enclosed is a document that outlines the basis of our determination of jurisdiction over those areas.

This letter contains an approved jurisdictional determination for your subject site. This approved jurisdictional determination is valid for five years from the date of this letter unless new information warrants revision of the determination before the expiration date, or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and request for Appeal (RFA) form. If you request to appeal this determination you must submit a completed RFA form to the North Atlantic Division Office at the following address:

Regulatory Appeals Review Officer  
North Atlantic Division, US Army Corps of Engineers  
Fort Hamilton Military Community  
General Lee Avenue, Bldg 301  
Brooklyn, NY 11252-6700

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete; that it meets the criteria for appeal under 33 CFR part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit a RFA form, it must be received at the above address by 18 May 2009. It is not necessary to submit an RFA form to the Division office if you do not object to the determination in this letter.


Please be advised that various development activities, within waters of the United States, including jurisdictional wetlands may be regulated by the Corps. Wetlands and other waters under the jurisdiction of the Maryland Department of the Environment (MDE) are located on the parcel. You may contact the MDE at (410) 537-3768 for information regarding jurisdiction and permitting requirements.

You are reminded that any grading or filling of waters of the United States, including jurisdictional wetlands, is subject to Department of the Army authorization. State and local authorizations may also be required to conduct activities in these locations. In addition, the Interstate Land Sales Full Disclosure Act may require that prospective buyers be made aware, by the seller, of the Federal authority over any waters of the United States, including wetlands, being purchased.

A copy of this letter is being provided to the Maryland Department of the Environment for informational purposes. In future correspondence and permit applications regarding this parcel please include the file number located in the first paragraph of this letter.

If you have any questions concerning this matter, please call Rod Schwarm of the Easton Field Office at 410-820-8550

Sincerely,

  
per Beth E. Bachur, Acting Chief  
Maryland Section Southern

Enclosures



FILE NAME: P:\20830967-20830973\CA\EA EXHIBITS 4\_09\AFFECTED ENVIRONMENT\C-WL-ESN\_COE.dwg LAYOUT NAME: 3.12-1 PLOTTED: Friday, January 08, 2010 - 2:57pm

LEGEND



Wetlands including 25' buffer and Identification Number



Waters of the U.S. (Identification numbers 19 and 20)



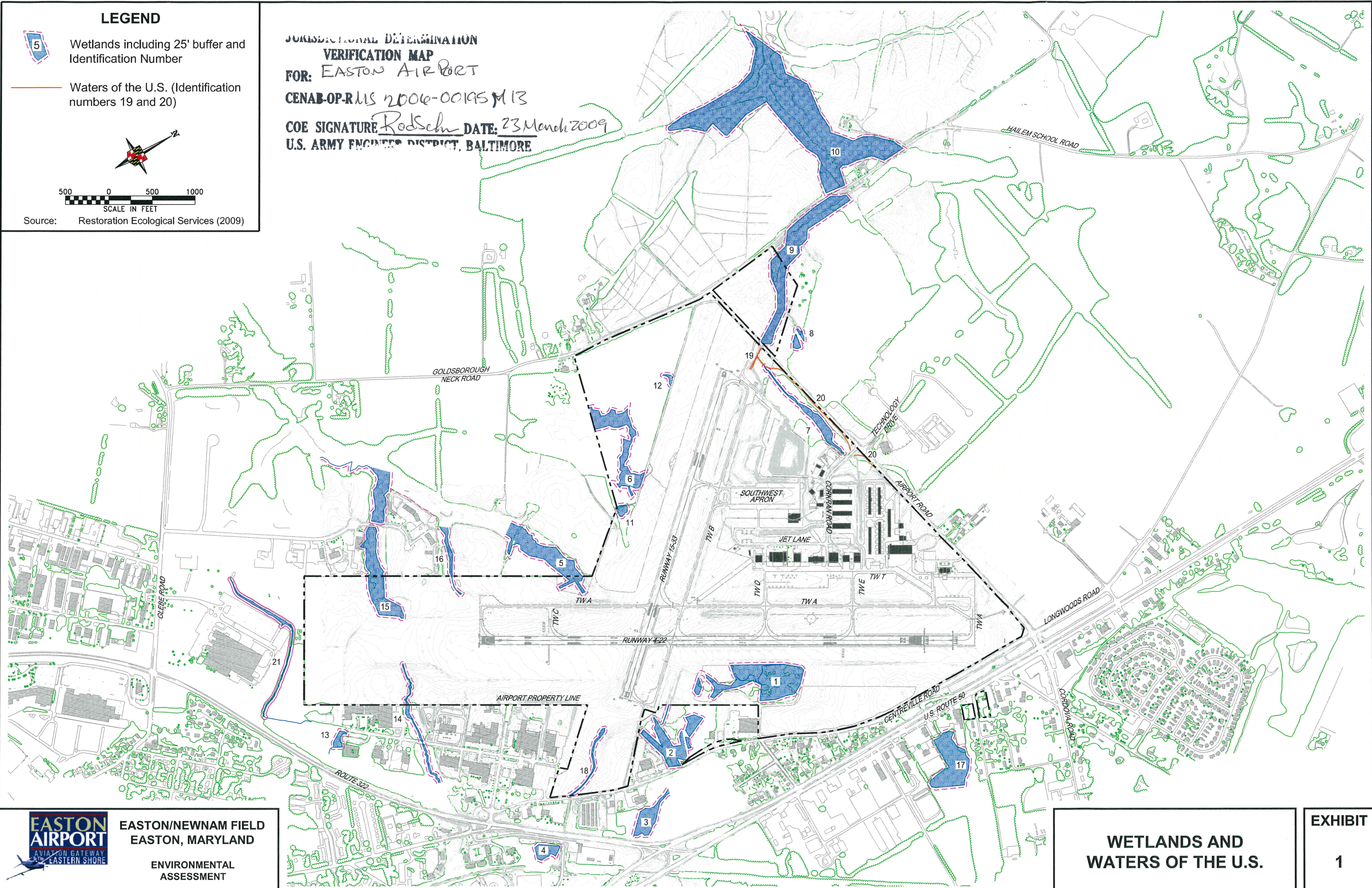
SCALE IN FEET

Source: Restoration Ecological Services (2009)

JURISDICTIONAL DETERMINATION  
VERIFICATION MAP  
FOR: EASTON AIRPORT

CENAB-OP-RUS 2006-00195 M13

COE SIGNATURE *Red Schm* DATE: 23 March 2009  
U.S. ARMY ENGINEER DISTRICT, BALTIMORE



EASTON/NEWNAM FIELD  
EASTON, MARYLAND  
  
ENVIRONMENTAL  
ASSESSMENT

WETLANDS AND  
WATERS OF THE U.S.

EXHIBIT  
  
1



**B-3: MARYLAND FOREST CONSERVATION ACT COORDINATION**

DATE	COORDINATION
4/10/08	<i>Forest Stand Delineation for Easton Airport</i> , prepared by Restoration Ecological Services, Inc.
4/14/08	<i>Forest Conservation Plan for Easton Airport</i> , prepared by Restoration Ecological Services, Inc.
4/18/09	Letter from Zach Smith, Town of Easton Planning Office
7/22/09	Letter to Zach Smith, Town of Easton Planning Office
12/11/09	Letter to Zach Smith, Town of Easton Planning Office
12/11/09	Memo from Dave Hardin, Restoration Ecological Services, Inc.
12/28/09	Letter from Zach Smith, Town of Easton Planning Office



**FOREST STAND DELINEATION**

**FOR**

**EASTON AIRPORT**

**EASTON, TALBOT COUNTY, MARYLAND**

April 2, 2008

Revised April 10, 2008

**Prepared for:**

Easton Airport

29137 Newnam Road, Unit 1

Easton, Maryland 21601

**Prepared by:**



311 N. Aurora Street

Easton, Maryland 21601

(410) 820-7465

RES Project No. 0013-0002

## **INTRODUCTION**

Easton Airport (ESN) is a general aviation airport located two miles north of the town of Easton, in Talbot County, Maryland. The airport is owned and operated by Talbot County and services the aviation needs of the eastern shore. The airport occupies 580 acres and is bounded by Airport Road on the north, Goldsborough Neck Road to the west and Old Centreville Road to the east. The airport is situated at an elevation of 72ft above mean sea level, with a current airport reference point of 38° 48.25' north latitude and 76° 04.14' west longitude. This Forest Stand Delineation has been prepared to provide a baseline of environmental conditions, including existing forest conditions, so the airport can comply with Forest Conservation requirements of future projects.

## **ENVIRONMENTAL FEATURES**

### **Soils**

Sheets 18 and 19 of the *Soil Survey of Talbot County, Maryland* (USDA, Soil Conservation Service, 1970) shows a number of soil types present in the vicinity of the airport. However, the predominate types within the airport boundary are Made Land, Elkton loam, Elkton silt loam, Fallsington loam, Keyport loam, Matapeake loam, Matapeake loam, Mixed Alluvial Land, Othello silt loam, Sassafras sandy loam, Woodstown loam and Woodstown sandy loam. Elkton, Fallsington, Othello and Mixed Alluvial Land are listed as hydric soils in the Hydric Soils of the United States (NRCS, 2008).

### **Topography**

Topography is relatively flat except for the southern end of the runway safety area (RSA) where there is a gradual incline. The property generally slopes from elevation 70 at the north end of Runway 4-22 to low of elevation 25 at the south end of that runway and the west end of Runway 15-33. The airport terminal is situated at an elevation of 72ft above mean sea level. The airport is designed to displace water away from runway areas. Portions of the site are drained by swales which flow into roadside ditches, eventually leading into Goldsborough Creek.

### **Critical Habitats**

Past coordination with the Maryland Department of Natural Resources (MDNR) identified the possible presence of the Delmarva fox Squirrel (DFS), a state and federally endangered species, in the vicinity of ESN. Follow-up coordination with the United States Fish and Wildlife Service (USFWS) Chesapeake Field Office, Annapolis and the MDNR confirmed that suitable habitat for the species exists in the airport area. No other state or federally listed species were noted to occur in the project area. A subsequent trapping survey was conducted by Three Square Wildlife Services of Cambridge, Maryland fall, 1999 and spring, 2000. The trapping surveys confirmed the presence of the DFS within the large forest block on the west side of the airport. Any future removal of trees in this forest will require further coordination with the USFWS and MDNR, and mitigative measures to replace lost habitat.

This same block of forest has been identified by MDNR as potential forest interior dwelling bird (FIDS) habitat as it is part of a larger block of forest extending to the south. The mapping was conducted in the early 1990's using a predictive model. Field verification of FIDS presence was not conducted. Since the potential FIDS habitat mapping occurred, the forest area to the south of the airport has been logged, diminishing the potential for FIDS.

### **Historical sites**

There are no recorded historical structures, archeological resources or cultural resources located on, or immediately adjacent to the airport.

### **Features not located on this site**

The following items to be addressed on the environmental features map do not occur within the airport property:

Erodible soils on slopes greater than or equal to 15%

Steep slopes greater than 25%

Trees or stands of trees that are or contain rare, threatened or endangered plant species, part of a historic site or associated with a historic structure, champion trees, or 75% diameter of champion trees.

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## **FORESTS**

Forested areas that meet the definition of forest under the Town of Easton's Forest Conservation Ordinance included three areas totaling 44.53 acres. Three additional area containing trees were either too small or did not contain sufficient density or size of trees to meet the definition of forest under the ordinance. As an industrial zoned property, the afforestation and reforestation thresholds after deductions are both 73.7 acres. Since the airport only contains 44.53 acres of existing forest, any land disturbance greater than 40,000 SF or clearing of forest for purposes other than FAA required obstruction removal will require afforestation or fee payment into Easton's Forest Conservation Account.

Data collection for the Forest Stand Delineation was performed by Restoration Ecological Services (RES) on various days beginning March 3<sup>rd</sup> through March 25<sup>th</sup> 2008. Based on existing information and examination of aerial photography, it was felt there were at least six forest stands present within the three forest areas. Three stands had already been identified as forested nontidal wetlands. Due to the high probability of future clearing for obstructions, a full forest stand delineation was conducted. A minimum of two sample plots were located within each stand. Sampling revealed an additional stand needed to be broken out for a total of seven stands. All plots were flagged and labeled in the field with pink surveyor's ribbon. Basal area was collected using variable plot sampling with a Cruz-All (BAF 10). Information was recorded from 1/10 acre plots. Plot and stand locations are shown on the accompanying Forest Stand Delineation Map. The forest summary sheets are included as **Appendix A**.

### **Stand 1: Basket Oak- Loblolly Pine**

Stand 1 is 26.87 acres and is part of the large block of forest located in the western portion of the airport property. Plots 4-11 were described in this stand. Stand 1 is most similar to the basket oak-loblolly pine association. Dominant/co-dominant species were loblolly pine, red maple, northern red oak, white oak, American beech, southern red oak, Virginia pine, willow oak, and sweetgum. The stand is mesic upland with a 93% canopy cover. Size class of the dominant species was 12-19.9"DBH in the plots. Basal area from the plots averaged 168.75 SF per acre. Understory coverage was 70% with common understory species American beech, American holly, sweetgum,

highbush blueberry, and blackgum. Herbaceous and woody ground cover was recorded as 22.5% and was sparse and patchy consisting of common greenbrier, Japanese honeysuckle, and coast pepperbush. The average number of woody plant species in the 3-20' height range was 3.85. Japanese honeysuckle was the only invasive species present with less than 5% cover. Dead standing trees greater than 6" were 12.5 per acre.

This stand is at a sub to climax successional stage. The largest trees in the stand were generally loblolly pine in the 20-29.9" DBH class. Dead trees were typically in the 6-11.9" or smaller class. Most plots had a fair amount of dead branches and trees on the forest floor. The understory was generally open except for plot 7 which had a relatively dense understory of American beech. Groundcover was generally patchy to sparse.

The stand appears to be healthy with no evidence of past or present disease or insect infestation. There is no evidence of past logging activities, although that has no doubt occurred. Regeneration of the dominant species appears to be limited with few seedling trees observed overall. A number of the smaller trees are of earlier successional species, i.e. black gum, red maple and sweet gum.

Since Stands 1, 4, 6 and 7 are part of one 37.49 acre block of forest, forest values are discussed here for the combined block rather than by stand.

Aesthetics/recreational value is limited due to the restricted use of the property. Stand 6 is located partially within the airport security fence and is not available for recreational use. Recreational use of the remainder of the forest block is discouraged if not prohibited.

Wildlife value is moderate overall. The forest is essentially an even-aged, two layer habitat with an overstory layer and limited groundcover layer. Structural complexity is somewhat augmented by the amount of woody material on the forest floor. Species diversity is fairly good with a mix of species in the over and understory canopies. The forested wetland in the center of the forest block adds to the overall habitat value, but is seasonally ponded at best. Most of the deciduous dominant and codominant species are oaks. The mature stage of the pine-oak forest and open



understory make it good habitat for squirrels, including the Delmarva fox squirrel. Grey squirrel, white-tailed deer, eastern cottontail, and red fox were observed during the sampling.

Water quality improvement potential appear to be limited since most hydrologic input appears to be from direct rainfall. Most of the forest block is fine-textured hydric soils. Due to their seasonal high water table, they do not have much absorption capacity during the spring when it is needed most. The airport property adjacent to the forest is maintained as grass which filters any runoff from the runway.

#### **Stand 4: Basket Oak-Loblolly Pine**

This stand is 3.15 acres and is located between Stand 7 and Stand 6. It is similar to Stand 1 in species composition and like Stand 1 is upland vegetation located on mostly hydric soils. Dominant/co-dominant species were loblolly pine, red maple, northern red oak, and white oak. Basal area average was 110 SF per acre. The dominant size class was 12 – 19.9" DBH with 100% canopy coverage. Common understory species 3' – 20' tall include American beech, red maple, and sweetgum with 80% coverage. Common herbaceous species 0' – 3' tall were poison ivy and common greenbrier with 30% coverage. The average number of woody plant species in the 3-20' height range was 3.5. Invasive species were Japanese honeysuckle with less than 5% coverage. Dead standing trees greater than 6" were 10 per acre. Located within the stand was a white oak with a 38"DBH.

This stand is also at a sub to climax successional stage. The largest recorded trees in the plots were two northern red oak and one white oak in the 20-29.9" DBH class. Dead trees were largely in the 2-5.9" class. This stand had less downed woody material on the floor than Stand 1. The understory contained more shrub layer in places, but was also generally open. Groundcover was generally patchy to sparse. Plot 3 did not contain any Japanese honeysuckle.

The stand appears to be healthy with no evidence of past or present disease or insect infestation. There is no evidence of past logging activities, although that has no doubt occurred. Past disturbance includes an old woods road along the property boundary and some dumping near plot 14. Regeneration of the dominant species appears to be reasonable although patchy.

### **Stand 6: Basket Oak-Loblolly Pine**

This stand is located at the southern end of Stands 4 and 7 and is 2.03 acres. It is most similar to the basket oak-loblolly pine association, but is located on better drained soils than Stands 1 and 4 and appears to be an earlier seral stage. There are very few oaks in the stand. It also contains a small depressional area flagged as nontidal wetlands (0.27 acres) in the middle of the stand. Dominant/co-dominant species were loblolly pine, red maple, sweetgum and black cherry with red maple and sweet gum the most common dominants. Basal area average was 136.6 SF per acre. The dominant size class was 12 – 19.9" DBH with 87% canopy coverage. Common understory species 3' – 20' tall consist of sweetgum and multiflora rose with 13% coverage. The average number of woody plant species in the 3-20' height range was 2. Common herbaceous species 0' – 3' tall were poison ivy, periwinkle and Japanese honeysuckle with 93% coverage. Non-native and Invasive species were Japanese honeysuckle, periwinkle, English ivy, daylilly, daffodil, field garlic, yucca and multiflora rose with 70% average coverage. Invasive coverage ranged from 40-90%. Dead standing trees greater than 6" were 40 per acre. This stand had numerous dead trees in the 12-19.9" and 20-29.9" class. Located within the stand was a 39" DBH white oak, a 32" DBH red maple and a 36" DBH sweetgum.

This stand is an early to mid-seral stage even though the stand has three specimen size trees. There appears to have been more constant human disturbance as indicated by the dominance of red maple and sweet, numerous large (greater than 20" DBH) trees and high number of invasive species associated with homesites. The understory is very open and groundcover is very dense with 100% coverage in many places. Most of the groundcover is from invasive species.

The stand appears to be healthy with no evidence of past or present disease or insect infestation. However, as mentioned, there appears to have been considerable past disturbance. The southern half of the stand is within the airport security fence. The fence causes a narrow break in the canopy, but was not felt to be sufficient enough to create two separate stands. The stand also has a high proportion of dead trees ranging in size from the 2-5.9" to 20-29.9" class.

### **Stand 7: Willow Oak- Loblolly Pine**

Stand 7 is a forested nontidal wetland located between Stands 1 and 4 and totaling 5.44 acres. Dominant/co-dominant species were willow oak, sweetgum, red maple, and loblolly pine. The stand is hydric with a basal area average of 150 SF per acre. The dominant size class was 12-19.9" DBH with 100% canopy cover in the plots. Common understory species 3' – 20' tall were red maple and sweetgum with 30% coverage. The average number of species in the 3-20' size was 1.5. Common herbaceous plants 0' – 3' tall were Japanese honeysuckle and common greenbrier with 70% coverage. Japanese honeysuckle was the only invasive species and consisted of less than 10% coverage. Dead standing trees greater than 6" were 10 per acre. Located within the stand was a 33" DBH willow oak, a 36" DBH willow oak, a 38" DBH willow oak and 39" white oak.

This stand is at a hydric climax seral stage. The stand is in an extended depression between Stands 1 and 4. There is evidence of past standing water and scattered herbaceous hydrophytes in the groundcover. There were few individuals in the 2-5.9" class and relatively little regeneration of the dominant species. Dead trees were largely in the 2-5.9" class. This stand had less downed woody material on the floor than adjacent stands. The understory is open with patches of greenbrier growing as vines. The understory contained more shrub layer in places, but was also generally open. Groundcover was patchy to sparse. The only invasive species was a limited amount of Japanese honeysuckle.

The stand appears to be healthy with no evidence of past or present disease or insect infestation. There is no evidence of past logging activities, although that has no doubt occurred. Past disturbance includes some dumping near plot 2.

### **Stand 2: Willow Oak- Loblolly Pine**

Stands 2 and 3 are located in a relatively narrow 6.45 acre block of forest adjacent to Newnam Road along the north boundary of the airport. Stand 2 is 2.67 acres of forested wetlands. Dominant/co-dominant species were sweetgum, red maple, and loblolly pine. Basal area average was 185 SF per acre. The dominant size class was 12 – 19.9" DBH with 100% canopy coverage. Red maple was the only common understory species 3' – 20' tall with 20% coverage. Common

herbaceous plants 0' – 3' tall consist mainly of Japanese honeysuckle and field garlic with scattered poison ivy and 80% coverage. Invasive species were Japanese honeysuckle, field garlic and multiflora rose with 10% coverage. Dead standing trees greater than 6" were 25 per acre. Located within the stand was a 37" DBH red maple.

This stand is in the hydric mid seral stage despite the large trees present. All of the trees in plot 4 were in the 12 – 19.9" DBH. The dominance of red maple and sweet gum indicates an earlier successional stage maintained by stresses from frequent standing water. Dead trees were in the 6-12.9" and 12-19.9" class. The understory was open with the canopy having 100% coverage. Invasive species include Japanese honeysuckle, multiflora rose and field garlic.

The stand appears to be healthy with no evidence of present or past disease or insect infestation. There is no evidence of past logging activities. Regeneration of the dominant species appears to be limited with few seedling trees observed.

Since Stands 2 and 3 are part of one block of forest, forest values are discussed here for the combined block rather than by stand.

Aesthetics/recreational value is limited due to the restricted use on the property, the narrowness of the forest block and its proximity to the road. Stand 3 has had considerable past disturbance and contains numerous large piles of dirt.

Wildlife value is low-moderate overall. Total forest size is 6.45 acres and is relatively narrow. The stand is optimal for medium and small sized mammals along with tree dwelling birds. The forest is separated from the woodland to the north by Newnam Road. It has been considerably disturbed in the past and contains considerable coverage by invasive species. No wildlife was observed during the sampling.

Water quality improvement potential appears to be limited since most hydrologic input appears to be runoff from direct rainfall. Surface water flows into an intermittent stream that forms in Stand 2 and flows through the middle of the forest.

### **Stand 3: Basket Oak-Loblolly Pine**

This upland stand surrounds the wetlands of Stand 2 and consists of 3.78 acres. Dominant/co-dominant species were black cherry, ironwood, red maple, and white oak. Basal area average was 70 SF per acre. The dominant size class was 6 – 11.9" DBH with 100% canopy coverage. Common understory species 3' – 20' tall were black cherry, ironwood, northern red oak, and loblolly pine with 60% coverage. Common herbaceous plants 0' – 3' tall consisted mainly of Japanese honeysuckle and field garlic with 80% coverage. Invasive species were Japanese honeysuckle, field garlic and multiflora rose with 25% coverage. Dead standing trees greater than 6" were 15 per acre.

This stand appears to be an early successional stage of the Basket Oak-Loblolly Pine association. This stand has been previously disturbed with spoil taken from other areas, along with other various debris left in past years. Dead trees were generally 11.9" and smaller. The understory was generally open with scattered ironwood, northern red oak, black cherry, and loblolly pine. Groundcover was predominately the invasive species Japanese honeysuckle with 25% coverage.

The stand appears to be healthy with no evidence of present or past disease or insect infestation. There is no evidence of past logging activities, although there has been other disturbance from disposal of dirt and some trash.

### **Stand 5: Sycamore-Green Ash-Box Elder-Silver Maple**

Stand 5 is 0.59 acres and is located in the southern corner of the airport along the west property boundary. The stand is hydric with dominant/co-dominant species green ash and black willow. Basal area average was 100 SF per acre. The dominant size class was 6 – 11.9" DBH with 100% canopy coverage. Common understory species 3' – 20' tall consist of sweetgum, multiflora rose, spice bush, red maple and black cherry with 40% coverage. Common herbaceous species 0' – 3' tall were soft rush and Japanese honeysuckle with 100% coverage. Invasive species were Japanese honeysuckle, common privet, field garlic, Morrow honeysuckle, English ivy and Bradford pear with 30% coverage. Dead standing trees greater than 6" were 10 per acre.



This stand appears to be an early hydric successional stage of the Sycamore-Green Ash-Box Elder-Silver Maple association. A perennial stream is located along the north and west edge of the stand and the water table is typically near the surface as evidenced by crayfish chimneys and the emergent wetland species soft rush, woolgrass, halberd leaf tearthumb and several unidentified sedge species. The stand is part of a larger 2.24 acre nontidal wetland area that includes Stand 5, a shrub wetland and wet meadow wetland. The ground within the stand is largely covered with herbaceous vegetation and little woody material.

There is no evidence of past or present insect or disease infestation. The ash is largely even-aged, growing in clumps indicating past cutting. This stand is located within the runway safety zone which would require periodic trimming.

Aesthetics/recreational value is low due to the location of the stand within the airport security fence. Wildlife value is low-moderate due to its small size and location within the airport fence. However, it is part of a small wetland complex of several vegetation types which adds to the habitat diversity. The forest located off the property to the west is a forest retention area with long-term protection. The value of close proximity to several habitat types is diminished within Stand 5 by the presence of a large number of non-native invasive species. The wildlife value is mostly for small birds and mammals.

Water quality improvement potential is moderate. While the wetland is located down slope of the end of the runway area, it appears most runoff except that from immediately south of the stand, has already entered into the steep banked channel by the time the water reaches the forest stand. Water quality improvement will occur during periods of extremely heavy flow when the channel overflows into the stand. During the summer, the wetland of which Stand 5 is a part, probably contributes groundwater discharge to the channel helping to maintain flow.

### **PRIORITY RETENTION AREAS**

The State Forest Conservation Technical Manual (MDNR, 1997) describes priority retention areas as forest stands or parts of stands that can sensitive areas such as:

- 100 year floodplains which are in a watershed of 400 acres or more, or which include Class III waters,
- intermittent and perennial streams and their buffers,
- trees, shrubs and plants on steep slopes.
- trees, shrubs and plants located in critical habitats,
- in contiguous forest that connects the largest undeveloped or most vegetated tracts of land within and adjacent to the site. Contiguous forest is either 100 acres or larger, or is 300 feet or more in width and connects to forest area located offsite that is 100 acres or more.
- trees, shrubs and plants listed on the State (DNR) or Federal (USFWS) lists of rare, threatened or endangered species.
- trees associated with an historic site or structure, Champion Trees, trees with diameter which 75% of the State Champion of that species, or 30" or larger.
- Nontidal wetlands.

Based on the above criteria, all three forest areas contain some priority retention areas. Stands 1, 4, 6 and 7 make up the large western block of forest. All four stands have been identified as actual or probable critical habitat for Delmarva fox squirrel, although the south portion of Stand 6 is probably not due the separation from the rest of the forest by the security fence and break in the canopy. The same stands have been identified as potential forest interior dwelling bird habitat. Stands 4, 6 and 7 contain specimen trees. Stand 7 is a nontidal wetland.

Stand 2 of the northern forest block is a nontidal wetland and contains a specimen tree. Stand 5 is a nontidal wetland, and contains a perennial stream and its buffer along the north and west edge.

### **TRACT AREA**

The airport property is 580 acres total. None of the airport is within the Chesapeake Bay Critical Area. There are 2.9 acres of 100-year floodplain, as identified on FEMA flood map panel 240067 0001 B. In discussions with the Town of Easton, which oversees the Forest Conservation Act through a local Forest Conservation Ordinance, it was agreed that since the airport was well in existence before passage of the Forest Conservation Act, the 86 acres of airport development

existing as of January 1, 2008, could be deducted from the total tract area to obtain the net tract area. This included all buildings, pavement, gravel roads and parking. It does not include areas maintained in turf grass. This provides a net tract area of 491 acres. Since the airport is zoned as an industrial use, the afforestation and reforestation thresholds are both 73.7 acres. Since the airport only contains 44.53 acres of existing forest, any land disturbance greater than 40,000 SF or clearing of forest for purposes other than FAA required obstruction removal will require afforestation or fee payment into Easton's Forest Conservation Account.

### **SUMMARY**

The 580 acre airport contains three areas totaling 44.53 acres that meet the definition of forest under the Town of Easton's Forest Conservation Ordinance. These three forest blocks range in size from 0.59 acres to 39.49 acres. These three blocks were divided into 7 distinct forest stands and sampled. Various seral stages of three forest association were found; Basket Oak-Loblolly Pine, Willow Oak-Loblolly Pine and Sycamore-Green Ash-Box Elder-Silver Maple. The large western block of forest, which includes both mature uplands and wetland forest is a Priority Retention area due to the presence of nontidal wetlands; a federally listed endangered species, the Delmarva fox squirrel; potential FIDS habitat and 9 specimen trees. Stand 2 would also be considered a priority retention area due to the presence of nontidal wetlands and a specimen tree. Stand 5 is a Priority Retention area due to nontidal wetlands, the presence of a perennial stream and the stream buffer. The net tract area of the airport is 491 acres after deductions for 100 year floodplain and existing development. As an industrial zoned property, the afforestation and reforestation thresholds are both 73.7 acres. Since the airport only contains 44.53 acres of existing forest, any land disturbance greater than 40,000 SF or clearing of forest for purposes other than FAA required obstruction removal will require afforestation or fee payment into Easton's Forest Conservation Account. Forest protection, reforestation and afforestation will need to be addressed through a Forest Conservation Plan.

### **LITERATURE CITED**

MDNR. 1997. *State Forest Conservation Technical Manual*. Third Edition. Division of State Documents, Annapolis, MD.

NRCS. 2008. *National List of Hydric Soils*.. <http://soils.usda.gov/use/hydric/>

USDA, Soil Conservation Service. 1970. *Soil Survey of Talbot County, Maryland*. 84 pp plus maps.

## **APPENDIX A**

### **FOREST STAND SUMMARY WORKSHEETS**

**FOREST CONSERVATION WORKSHEET**EASTON AIRPORT- BASELINE 2008  
RevisedNote: Use 0 for all  
negative numbers  
that result from  
the calculations.A= 580  
B= 88.9  
C= 491.1**Net Tract Area**

- A. *Total Tract Area*  
B. *Deductions* (100 year floodplain and existing development (buildings, pavement, etc.)  
C. *Net Tract Area* Net Tract Area = Total Tract (A) - Deductions (B)

**Land Use Category:** Industrial

- D. *Afforestation Threshold* (Net Tract Area [C] x 15 %)  
E. *Conservation Threshold* (Net Tract Area [C] x 15 %)

D = 73.7  
E = 73.7**Existing Forest Cover**

- F. *Existing Forest Cover within the Net Tract Area*  
G. *Area of Forest Above Conservation Threshold*  
If the Existing Forest Cover (F) is greater than the Conservation Threshold (E), then  
G = F - E; otherwise G = 0.

F= 44.5  
G= 0**Breakeven Point**

- H. *Breakeven Point* (Amount of forest that must be retained so that no mitigation is required)  
(1) If the Area of Forest Above Conservation Threshold (G) is greater than 0, then  
H = (0.2 x the Area of Forest Above Conservation Threshold (G)) + the Conservation Threshold (E);  
(2) If the Area of Forest Above Conservation Threshold (G) is equal to 0, then  
H = Existing Forest Cover (F)

H= 44.5

- I. *Forest Clearing Permitted Without Mitigation*  
I = Existing Forest Cover (F) - Breakeven point (H)

I= 0

**Proposed Forest Clearing**

- J. *Total Area of Forest to be Cleared*  
K. *Total Area of Forest to be Retained*  
K = Existing Forest Cover (F) - Forest to be Cleared (J)

J=  
K=**Planting Requirements**

If the Total Area of Forest to be Retained (K) is at or above the Breakeven Point (H), no planting is required, and no further calculations are necessary (L=0, M=0, N=0, P=0, Q=0, R=0).

Otherwise, calculate the planting requirement(s) as follows:

- L. *Reforestation for Clearing Above the Conservation Threshold*  
(1) If the Total Area of Forest to be Retained (K) is greater than the Conservation Threshold (E), then L = the Area of Forest to be Cleared (J) x 0.25;  
(2) If the Forest to be Retained (K) is less than or equal to the Conservation Threshold (E), then L = Area of Forest Above Conservation Threshold (G) x 0.25  
M. *Reforestation for Clearing Below the Conservation Threshold*  
(1) If Existing Forest Cover (F) is greater than the Conservation Threshold (E) and the Forest to be Retained (K) is less than or equal to the Conservation Threshold (E), then M = 2.0 x (Conservation Threshold (E) - Forest to be Retained (K))  
(2) If Existing Forest Cover (F) is less than or equal to the Conservation Threshold (E), then M = 2.0 x Forest to be Cleared (J)  
N. *Credit for Retention Above the Conservation Threshold*  
If the area of Forest to be Retained (K) is greater than the Conservation Threshold (E), then N = K - E; Otherwise N=0  
P. *Total Reforestation Required* P = L + M - N  
Q. *Total Afforestation Required*  
If Existing Forest Cover (F) is less than the Afforestation Threshold (D), then  
Q = Afforestation Threshold (D) - Existing Forest Cover (F)  
R. *Total Planting Requirement* R = P + Q

L=

M=

N =

P=

Q= 29.2  
R=



**FOREST CONSERVATION PLAN**

**FOR**

**EASTON AIRPORT**

**EASTON, TALBOT COUNTY, MARYLAND**

**Addendum 1.  
South Apron Expansion**

April 14, 2008

**Prepared for:**

Easton Airport  
29137 Newnam Road, Unit 1  
Easton, Maryland 21601

**Prepared by:**



311 N. Aurora Street  
Easton, Maryland 21601  
(410) 820-7465

Project No. 0013-0005

## **INTRODUCTION**

On behalf of the Easton Airport, Restoration Ecological Services, Inc (RES), has prepared a addendum to the Forest Conservation Plan (FCP) for the south apron expansion project at the airport. The airport is owned and operated by Talbot County and is located at 29137 Newnam Road, Easton, Maryland. The airport occupies 580 acres and is bounded by Airport Road on the north, Goldsborough Neck Road to the west and Old Centreville Road to the east. The south apron expansion will involve one current airport parcel identified in the Talbot County land records on Map 25 as Parcel 104. The parcel is entirely within the Easton town limits. The airport property is located on Newnam Road just west of the intersection of US Route 50 and state Route. The apron expansion project area is located west of Runway 4-22 north of its intersection with Runway 15-33.

The Forest Stand Delineation (FSD) was completed by RES on April 2, 2008. The FSD identified three forest areas on the airport property totaling 44.5 acres. A general Forest Conservation Plan (FCP) for the entire airport property was prepared April 11, 2008.

## **PROJECT DESCRIPTION**

The proposed project, as shown on the **Forest Conservation Plan Addendum 1** drawing, involves adding pavement to the south apron at the north end (31,438 SF) and the eastern edge (2,823 SF), extending the apron at the south end (105,216 SF) and constructing a portion of Taxiway T (38,601 SF) at the south end of the extended apron to connect to Taxiway B. The apron expansion and taxiway extension will total 162,651 SF of change from mowed grass to impervious surface. Pavement of a portion of an existing connector taxiway that will be repaved (15,427 SF) has been subtracted from the total. The project will also involve removing the remaining 28,000 SF of the existing connector taxiway, converting that paved surface to grass. The design and construction schedule of the apron has not been completed as FAA grants required all approvals to be obtained prior to proceeding with grants for design.

## **CONSERVATION REQUIREMENTS**

The total current airport property is 580 acres. The net tract area, as shown on the **Forest Conservation Worksheet (Appendix A)** and discussed in the general Forest Conservation Plan for the airport dated April 11, 2008, is 491.1 acres. The airport is zoned as an industrial use. Existing forest totals 44.5 acres and the conservation and afforestation thresholds are both 73.7 acres. The total afforestation required for the entire airport would be 29.2 acres. The general Forest Conservation Plan (April 11, 2008) has established the airport can add afforestation on a project by project basis until the 29.2 acres is completed. The net tract area shown on the **Forest Conservation Worksheet** for this project is the project area of 162,651 SF. Thus, the afforestation debit for the apron expansion project is 162,651 SF x 0.15, or 24,398 SF. Since this project will not impact any of the existing forest, there is no reforestation requirement.

## **PROPOSED CONSERVATION AND PROTECTION**

The proposed south apron expansion will convert 3.7 acres or 162,651 SF of mowed grass to pavement and will not impact any forested areas. The afforestation debit for the south apron expansion is 24,398 SF. The general Forest Conservation Plan, dated April 11, 2008, established the means of providing afforestation for the airport would be to pay into the Town of Easton Forest Conservation Account. The current fee is \$0.10 per square foot of afforestation required. Therefore, the airport will pay \$2,440 into the Easton Forest Conservation Account ( $24,398 \text{ SF} \times \$0.10 = \$2,440$ ) to fulfill its afforestation requirements for the south apron expansion.

## **CONCLUSION**

Easton Airport established a general Forest Conservation Plan dated April 11, 2008. Forest Conservation requirements for all future projects are included as addendums to this FCP. The airport is proposing to expand the existing south apron and add a connecting taxiway. The project will total 162,651 SF or 3.7 acres of mowed grass to pavement. No existing forest will be impacted. Since the airport is industrial zoned, the afforestation requirement for the proposed apron expansion is 24,398 SF. The airport will pay \$2,440 to the Town of Easton Forest Conservation Account to fulfill its Forest Conservation requirement for this project.

**APPENDIX A**  
**FOREST CONSERVATION WORKSHEET**

**Addendum 1**

South Apron Expansion

**FOREST CONSERVATION WORKSHEET****EASTON AIRPORT-**

Addendum 1. South Apron Expansion

Note: Use 0 for all negative numbers that result from the calculations.

**Net Tract Area**

- A. *Total Tract Area*  
B. *Deductions* (100 year floodplain and existing development (buildings, pavement, etc.)  
C. *Net Tract Area* Net Tract Area = Total Tract (A) - Deductions (B)

A= 580  
B= 88.9  
C= 491.1  
Project Area:  
162,651 SF  
D = 24,398 SF  
E = 24,398 SF

**Land Use Category:** Industrial

- D. *Afforestation Threshold* (Project Area [C] x 15 %)  
E. *Conservation Threshold* (Project Area [C] x 15 %)

**Existing Forest Cover**

- F. *Existing Forest Cover within the Net Tract Area* (Project Area)  
G. *Area of Forest Above Conservation Threshold*  
If the Existing Forest Cover (F) is greater than the Conservation Threshold (E), then  
 $G = F - E$ ; otherwise  $G = 0$ .

F= 0  
G= 0

**Breakeven Point**

- H. *Breakeven Point* (Amount of forest that must be retained so that no mitigation is required)  
(1) If the Area of Forest Above Conservation Threshold (G) is greater than 0, then  
 $H = (0.2 \times \text{Area of Forest Above Conservation Threshold (G)}) + \text{the Conservation Threshold (E)}$ ;  
(2) If the Area of Forest Above Conservation Threshold (G) is equal to 0, then  
 $H = \text{Existing Forest Cover (F)}$

H= 0

- I. *Forest Clearing Permitted Without Mitigation*  
 $I = \text{Existing Forest Cover (F)} - \text{Breakeven point (H)}$

I= 0

**Proposed Forest Clearing**

- J. *Total Area of Forest to be Cleared*  
K. *Total Area of Forest to be Retained*  
 $K = \text{Existing Forest Cover (F)} - \text{Forest to be Cleared (J)}$

J= 0

K= 0

**Planting Requirements**

If the Total Area of Forest to be Retained (K) is at or above the Breakeven Point (H), no planting is required, and no further calculations are necessary ( $L=0$ ,  $M=0$ ,  $N=0$ ,  $P=0$ ,  $Q=0$ ,  $R=0$ ).

Otherwise, calculate the planting requirement(s) as follows:

- L. *Reforestation for Clearing Above the Conservation Threshold*  
(1) If the Total Area of Forest to be Retained (K) is greater than the Conservation Threshold (E), then  $L = \text{Area of Forest to be Cleared (J)} \times 0.25$ ;  
(2) If the Forest to be Retained (K) is less than or equal to the Conservation Threshold (E), then  $L = \text{Area of Forest Above Conservation Threshold (G)} \times 0.25$   
M. *Reforestation for Clearing Below the Conservation Threshold*  
(1) If Existing Forest Cover (F) is greater than the Conservation Threshold (E) and the Forest to be Retained (K) is less than or equal to the Conservation Threshold (E), then  $M = 2.0 \times (\text{Conservation Threshold (E)} - \text{Forest to be Retained (K)})$   
(2) If Existing Forest Cover (F) is less than or equal to the Conservation Threshold (E), then  $M = 2.0 \times \text{Forest to be Cleared (J)}$   
N. *Credit for Retention Above the Conservation Threshold*  
If the area of Forest to be Retained (K) is greater than the Conservation Threshold (E), then  $N = K - E$ ; Otherwise  $N=0$   
P. *Total Reforestation Required*  $P = L + M - N$   
Q. *Total Afforestation Required*  
If Existing Forest Cover (F) is less than the Afforestation Threshold (D), then  
 $Q = \text{Afforestation Threshold (D)} - \text{Existing Forest Cover (F)}$   
R. *Total Planting Requirement*  $R = P + Q$

L=

M=

N=

P=

Q= 24,398 SF  
R=

\*\*\*EFFECTIVE FEBRUARY 1, 2001\*\*\*

# FOREST CONSERVATION APPLICATION

Submit All Application Documents in Duplicate

Project Name EASTON AIRPORT PROJECT # \_\_\_\_\_  
Location 29137 NEWNAM RD, EASTON, MD 21601  
Description EXISTING AIRPORT  
SOUTH APRON EXPANSION

Watershed name MILES RIVER Subwatershed # 02180502  
County TALBOT Municipality EASTON

Maryland Grid Coordinates centroid: 1577255.731 ft North 415605.519 ft East  
North American Datum Year: 1927/(1983/1991) (circle one)  
ADC: Year 1984 Page 7 Grid 213  
Tax Map # 25 Grid # 17 Parcel # 104 Block # \_\_\_\_\_  
Lot # \_\_\_\_\_ District/Account# \_\_\_\_\_  
Liber 743 Folio 685

By signing below, the applicant certifies that he or she has the legal right to implement proposed planting, maintenance and/or a long-term protection agreement. The applicant further certifies that the property subject to a long-term protection agreement is not otherwise protected under federal, state or local programs.

Applicant's Signature [Signature] date 4-17-08

Applicant Name MIKE HENRY Owner: Y N (circle one)  
Firm Name EASTON AIRPORT  
Address 29137 NEWNAM RD, UNIT 1  
City EASTON State MD Zip Code 21601  
Phone # 410-770-8055

Indicate if applicant or agent is to be the contact (Circle)

Agent Name DAVID L. HARDIN  
Firm Name RESTORATION ECOLOGICAL SERVICES, INC.  
Address 311 N. AURORA ST.  
City EASTON State MD Zip Code 21601  
Phone # 410-820-7465

## FOREST STAND DELINEATION INFORMATION

Total Tract Area 580 Ac.  
Area within 100 year floodplain 2.9 Ac.  
Area remaining in agriculture 0 Ac.  
Other 86 Ac.  
Net Tract Area 491.1 Ac.  
Area of Existing Forest 44.5 Ac.  
Area of Existing NTW forest 8.7 Ac.  
Total Area in Sensitive Areas 36.9 Ac.  
Forested Stream Buffers (50 ft. wide minimum) Y/N one/both sides (circle)  
Buffer Area Forested 1.4 Ac. length ft 776  
Steep slopes Y/N  
Threatened and Endangered species Y/N  
Dominant & CoDominant Forest Species LOBLOLLY PINE, WHITE OAK, RED MAPLE

FSD Prepared by DAVID L. HARDIN (print) Lic. LA, Lic. Forester, Qualified Prof. (circle)  
pg. 1 of 2

PROJECT # \_\_\_\_\_



# FOREST CONSERVATION PLAN INFORMATION

*In accordance with Maryland Annotated Code, Natural Resources Article Section 5-1607(c) and COMAR 08.19.04.03B, the applicant must submit written justification for projects that disturb the priorities for retention and protection under Section 5-1607(c) and COMAR 08.19.04.03E.*

## Existing Land Use Category

Residential / Commercial / Industrial / Agriculture / Resource / Mixed Use / PUD / Institutional

## Proposed Land Use

SAME

## Afforestation Threshold

73.7

## Conservation Threshold

73.7

## Proposed Area of Disturbance

3.7 Total Ac.

## % in Sensitive Areas

0 %

## Proposed Forest Clearing

0 Total Ac.

## in Sensitive areas

0 Ac.

## in NTW

0 Ac.

## Forest Retention

### Onsite

0 Ac.

### Offsite

0 Ac.

## in Long Term Protection

0 Ac.

## Forest Conservation Required

Ac. 0.56 AFFORESTATION

## Forest Conservation Provided

Ac.

## Planting

### Onsite

Ac.

### Offsite

Ac.

## Sensitive Area Planting

Ac.

## Stream Buffer established:

length

(ft)

width

(ft)

## Other:

## Offsite Location

### County

### Tax Map

### Parcel

### District/Account #

### Maryland Grid:

ft. N

ft. E

### North American Datum Year

### ADC: Year

### Page

### Grid

### Subwatershed

## Planting Responsibility:

## Maintenance Responsibility:

### Phone #

## Total Long Term Protection Acreage

0 Ac.

## % in Sensitive Areas

%

## Long Term Protection Agreement Type

## Fee-in-lieu Amount

\$

2440

Acres:

0.56

## FCP Prepared by

DAVID L. HARDIN (print)

Lic. LA, Lic. Forester, Qualified Professional (circle)

Mail to the appropriate office:

### Eastern Region

MD DNR Forest Service  
201 Baptist St.  
Salisbury, MD 21801  
(410) 543-6745

### Central Region

MD DNR Forest Service  
2 S. Bond St.  
Bel Air, MD 21014  
(410) 836-4551

### Southern Region

MD DNR Forest Service  
P.O. Box 116  
W. Bowie, MD 20719-0116  
(410) 768-0830

### Western Region

MD DNR Forest Service  
3 Pershing St. Rm 101  
Cumberland, MD 21502  
(301) 777-2137



## TOWN OF EASTON

P. O. Box 520  
Easton, Maryland 21601

April 18, 2008

Mr. David Hardin  
Restoration Ecological Services  
311 N. Aurora Street  
Easton, MD. 21601

Dear Mr. Hardin:

Thank you for submitting the Forest Stand Delineation, The General Forest Conservation Plan and Addendum 1 to the FCP for the South Apron Expansion project for the Easton Airport.

The Town has reviewed and hereby approves the Forest Stand Delineation for the airport property as submitted.

The Town agrees with the concept proposed in the General Forest Conservation Plan of paying fees-in-lieu of forest conservation for various airport projects as they are implemented.

The Town has reviewed and hereby approves the proposed Addendum 1 to the Forest Conservation Plan to pay a fee-in-lieu of to the Town of Easton in the amount of \$2,440.00 for the South Apron Expansion Project. Please proceed by submitting this fee to the Town's Planning Office.

Thank you and if you have any questions or comments please feel free to contact me at 410-822-1943.

Sincerely,

Zach Smith  
Easton Planning Office



In reply, please refer to: 20830973

July 22, 2009

Mr. Zach Smith  
Planning Department  
14 South Harrison Street  
Easton, Maryland 21601

Reference:     Announcement of Public Informational Workshop  
                  Request for Review and Comment on Proposed Projects  
                  Environmental Assessment for the Runway Extension and Related Improvements  
                  Easton / Newnam Field Airport  
                  Easton, Maryland

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Dear Mr. Smith:

On behalf of the Talbot County Council, the URS Corporation (URS) would like to announce that a Public Informational Workshop is being held for the currently ongoing Environmental Assessment (EA) for the proposed Runway Extension and Related Improvements at Easton / Newnam Field Airport (ESN) in Easton, Maryland. The Workshop, which will be held as an "open house" forum, is scheduled for Thursday, August 20, 2009 from 6:00PM to 8:00PM in the Wye Oak Room at the Talbot County Community Center located at 10028 Ocean Gateway in Easton, Maryland. This Workshop is designed to inform the public of the proposed actions, alternatives, and the proposed study approach.

In addition, we are requesting your office's preliminary review and comment on the proposed projects as they relate to the Maryland Forest Conservation Act.

#### **BACKGROUND ON PROPOSED PROJECTS**

An Agency Scoping Meeting and Public Informational Workshop were held for this project on February 20, 2007. At that time, the intent of the EA was to address the proposed projects in the Airport's Capital Improvement Program (CIP), which included the extension and conversion of Runway 15-33 to the primary runway at ESN. However, at this meeting in February 2007, the Eastern Shore Land Conservancy expressed their opposition to the project since they, along with Maryland Environmental Trust as co-grantee, hold a conservation easement on the property previously owned by Mary and Charlotte Fletcher. This property was designated for acquisition to accommodate the extension of Runway 15-33 to the northwest. Subsequent meetings with the Talbot County Council, Eastern Shore Land Conservancy, Attorney General, Maryland Environmental Trust, as well as the advice of legal counsel, resulted in a decision by Talbot County to no longer pursue any future plans for Airport expansion onto the Fletcher property. As a result, the EA was placed on hold by the Federal Aviation Administration (FAA) and additional planning services were conducted to revisit alternatives involving an extension to the other runway at the Airport, Runway 4-22.

#### **DESCRIPTION OF PROPOSED PROJECTS**

The additional planning services resulted in several extension alternatives to Runway 4-22. These alternatives were reviewed by the FAA, Maryland Aviation Administration (MAA), and the Talbot County Council. A recommended alternative was selected and placed on the Airport Layout Plan (ALP). The FAA, MAA, and County approved the revised ALP on February 2009. With approval of the revised ALP, the EA has been re-started with the incorporation of the new alternatives.

URS Corporation  
4 North Park Drive, Suite 300  
Hunt Valley, MD 21030  
Tel: 410.785.7220  
Fax: 410.785.6818



Mr. Zach Smith  
July 22, 2009  
Page 2 of 2

The runway extension alternative shown on the ALP would provide a 6,400 foot runway through the use of declared distances on the Runway 4 end. The Runway 4 end would be extended 1,896 feet with an 800 foot displaced threshold (see **Exhibit 1**). Connected actions to the runway extension include the construction of a parallel taxiway to the extended runway end, the acquisition of several privately-owned properties, and the removal of penetrations to the Airport's airspace. [Title 14, Part 77 of the Code of Federal Regulations (14 CFR Part 77) requires that the "imaginary surfaces", which extend above the ground around all sides of a runway, be kept clear of all obstructions to air navigation.]

Additional projects in the EA that are unrelated to the runway extension include the construction of an Airport Service Road, construction of aircraft storage facilities, and the removal of obstructions to the existing airspace of Runway 15-33 and Runway 4-22 (see **Exhibit 1**).

**REQUEST FOR REVIEW AND COMMENT**

A Forest Stand Delineation (FSD), dated April 10, 2008, was prepared for the Airport and submitted to you attention on April 11, 2008; a Forest Conservation Plan (FCP) – Addendum 1, dated April 14, 2008, was prepared and submitted for the South Apron Expansion. This FCP established the means of providing afforestation for the Airport, which would be to pay into the Town of Easton's Forest Conservation Account at the current fee of \$0.10 per square foot of afforestation required. In addition, this FCP stated that all future projects at the Airport will be accounted for as addendums to the FCP. Correspondence from you on April 18, 2008 stated that the Town approved the FSD for the Airport and agreed with the concept in the FCP of paying fees in-lieu of forest conservation for various Airport projects as they are implemented.

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to the Maryland Forest Conservation Act. Any preliminary comments are appreciated. As we get further in the analysis of environmental impacts, I will keep you informed of the proposed impacts to forest resources. If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or [jennifer\\_lutz@urscorp.com](mailto:jennifer_lutz@urscorp.com). Thank you for your assistance with all projects, past and present, at the Airport.

Sincerely,

**URS Corporation**

Jennifer M. Lutz  
Project Manager

Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration  
Dave Hardin, Restoration Ecological Services, Inc.



311 N. Aurora St.  
Easton, MD 21601  
Phone/Fax 410-820-7465

December 11, 2009

RES#0013-0002

Mr. Zach Smith  
Department of Planning and Zoning  
Town of Easton  
14 S. Harrison Street  
P.O. Box 520  
Easton, MD 21601

RE: Environmental Assessment for 5-Year Capital Improvement Plan  
Easton Airport  
Easton, MD

Dear Mr. Smith:

Easton Airport is currently preparing the Environmental Assessment for the next phase of capital improvement projects. Provided below and on the attached graphic are summaries of proposed projects and anticipated impacts under the town's Forest Conservation Ordinance. We are requesting your review and comments so they may be included in the EA document. Projects will include construction of new apron and hangars to the east of Runway 4-22, construction of hangars on the southwest apron, construction of a perimeter airport service road, removal of existing 14 CFR Part 77 Obstructions to Runways 4-22 and 15-33, construction of Runway 4-22 and Taxiway A extensions, construction of Taxiway I, installation of CAT 1 ILS, removal of future Runway 4-22 obstructions due to the runway extension.

The 14 CFR Part 77 Obstructions are obstructions to air space required to be removed by FAA for safety purposes. These obstructions are exempt activities under the Maryland Forest Conservation Act, and although these obstructions are not specifically listed in the Town of Easton Forest Conservation Ordinance, they have been considered exempt by the Town in the past due to the state law. There are roughly 30 acres of obstruction removal that could occur both on airport property and off. Avigation easements will be obtained from all off-site property owners.

The extension of Runway 4-22 to the south will extend the runway safety area into the Easton Exchange LLC property and will require purchase of the property and removal of the buildings. There is a 5 ± acre area of scrub-shrub trees at the north edge of this property abutting the existing airport boundary that would also be graded and converted to turf. This is the only forest area that will be impacted by the projects that is not obstruction removal. The existing Forest Stand Delineation will be modified to include this property. The existing Forest Conservation Plan will be amended to include this property and all forest impacts and areas converted to impervious surfaces.

In lieu of reforestation or afforestation planting off-site, the airport proposes to pay into the Town of Easton Forest Conservation Fund.

Mr. Zach Smith  
Department of Planning and Zoning  
Town of Easton  
Environmental Assessment for Easton Airport  
December 11, 2009

Page 2

If you have any questions, please call or email me at [dhardin@restorationes.com](mailto:dhardin@restorationes.com). Thank you for your time and comments.

Sincerely,

A handwritten signature in black ink, appearing to read "David L. Hardin". The signature is fluid and cursive, with the first name "David" and last name "Hardin" clearly distinguishable.

David L. Hardin

projects\0013-0002\ea review letter

encl.

cc: J. Lutz, URS Corp



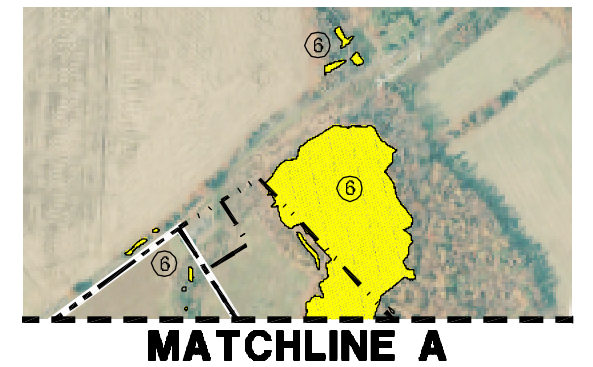
**PROJECTS TO BE ADDRESSED IN ENVIRONMENTAL ASSESSMENT**

- ① EXTENSION OF RUNWAY AND TAXIWAY
- ② CONSTRUCTION OF TAXIWAY I
- ③ PROPERTY ACQUISITION
- ④ INSTALLATION OF CATEGORY I INSTRUMENT LANDING SYSTEM
- ⑤ FUTURE RUNWAY 4-22 OBSTRUCTIONS TO BE REMOVED/LIGHTED
- ⑥ EXISTING RUNWAY 15-33 OBSTRUCTIONS TO BE REMOVED/LIGHTED
- ⑦ EXISTING RUNWAY 4-22 OBSTRUCTIONS TO BE REMOVED/LIGHTED
- ⑧ CONSTRUCTION OF EAST APRON AND HANGAR FACILITY
- ⑨ CONSTRUCTION OF AIRPORT SERVICE ROAD

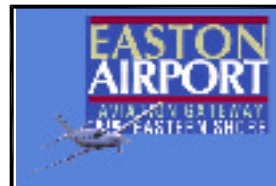
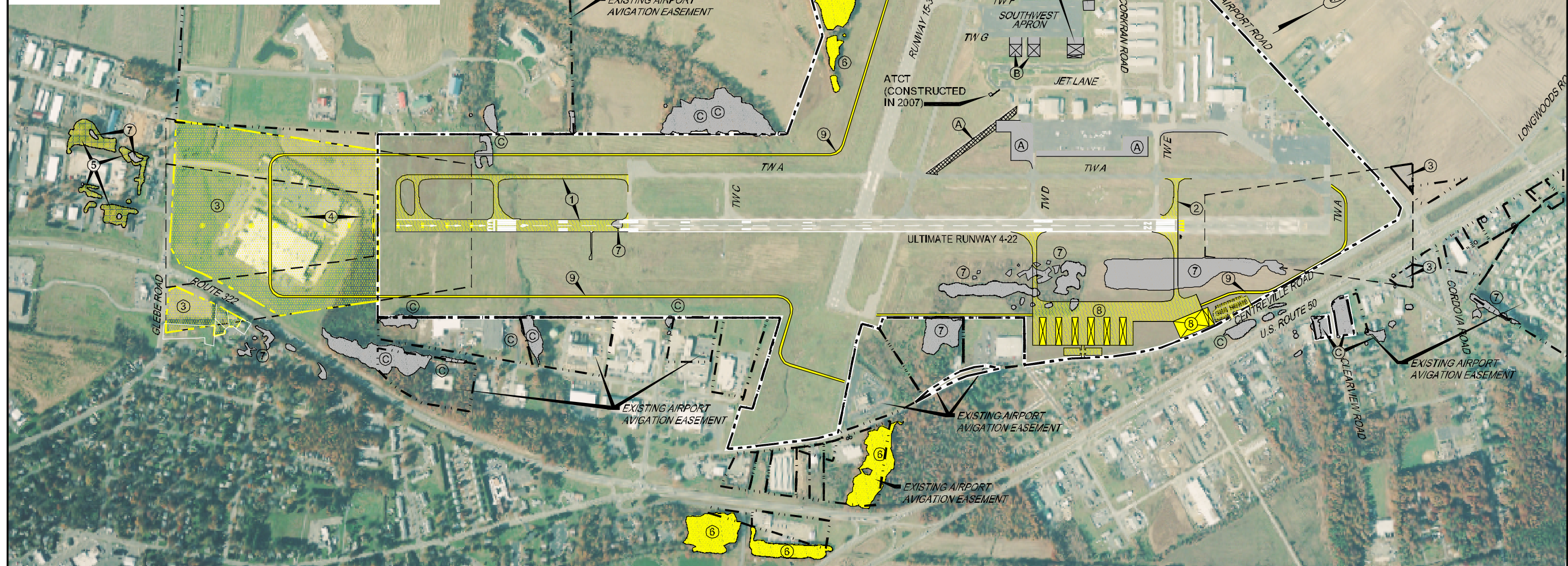
**ONGOING PROJECTS PREVIOUSLY ADDRESSED**

- (A) SOUTH APRON EXPANSION (TO BE CONSTRUCTED IN 2010)
- (B) CORPORATE HANGARS (UNDER CONSTRUCTION)
- (C) REMOVAL OF EXISTING RUNWAY 4-22 OBSTRUCTIONS (TO BE REMOVED IN 2010)

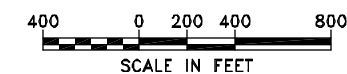
**MATCHLINE A**



**MATCHLINE A**



**EASTON/NEWNAM FIELD  
EASTON, MARYLAND  
ENVIRONMENTAL  
ASSESSMENT**



**PROJECT ELEMENTS**

**EXHIBIT**

**1**



# Memorandum

**To:** File  
**Cc:** Jennifer Lutz, URS  
**From:** David Hardin  
**Date:** December 11, 2009  
**Subject:** Easton review of Airport EA for FCA

I contacted Zach Smith with the Town of Easton Planning and Zoning to bring him up to date regarding the EA being prepared for Easton Airport and tell him he would soon be receiving a letter regarding anticipated FCA impacts associated with the EA projects for his review and comment. I summarized the various projects including the extension of Runway 4-22 into the adjoining property and the obstruction removal of trees for both runways that would be effected by the FCA. I asked whether the Town would continue to treat the removal of 14 CFR Part 77 trees as exempt from mitigation requirements. Mr. Smith affirmed that would continue.

Mr. Smith reminded me we would need to amend the current FSD to include any additional properties acquired by the airport.

I told him we would be providing addendums to the approved FSD and FCP as projects moved into design and permitting. I also confirmed mitigation requirements could still be met through payment into the Town Forest Conservation Fund.



## **TOWN OF EASTON**

P. O. Box 520  
Easton, Maryland 21601

December 28, 2009

Mr. David Hardin  
Restoration Ecological Services  
311 N. Aurora Street  
Easton, MD. 21601

Dear Mr. Hardin:

Thank you for submitting your letter dated 12/11/09 regarding the Environmental Assessment for 5-Year Capital Improvement Plan for projects proposed at the Easton Airport. After reviewing your letter I concur with your statements and proposals.

Thank you and if you have any questions or comments please feel free to contact me at 410-822-1943.

Sincerely,

Zach Smith  
Easton Planning Office

**B-4: DELMARVA FOX SQUIRREL COORDINATION**

<b>DATE</b>	<b>COORDINATION</b>
7/22/09	Letter to Dr. Mary Ratnaswamy, US Fish and Wildlife Service
7/22/09	Letter to Lori Byrne, Maryland Department of Natural Resources
8/21/09	Letter from Lori Byrne, Maryland Department of Natural Resources
11/18/09	Electronic mail to Cherry Keller, US Fish and Wildlife Service
11/30/09	Electronic mail from Cherry Keller, US Fish and Wildlife Service
11/30/09	Electronic mail to Cherry Keller, US Fish and Wildlife Service





In reply, please refer to: 20830973

July 22, 2009

Dr. Mary Ratnaswamy  
US Fish and Wildlife Service  
Chesapeake Bay Field Office  
177 Admiral Cochran Drive  
Annapolis, Maryland 21401

Reference:       Announcement of Public Informational Workshop  
                  Request for Review and Comment on Proposed Projects  
                  Environmental Assessment for the Runway Extension and Related Improvements  
                  Easton / Newnam Field Airport  
                  Easton, Maryland

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Dear Dr. Ratnaswamy:

On behalf of the Talbot County Council, the URS Corporation (URS) would like to announce that a Public Informational Workshop is being held for the currently ongoing Environmental Assessment (EA) for the proposed Runway Extension and Related Improvements at Easton / Newnam Field Airport (ESN) in Easton, Maryland. The Workshop, which will be held as an "open house" forum, is scheduled for Thursday, August 20, 2009 from 6:00PM to 8:00PM in the Wye Oak Room at the Talbot County Community Center located at 10028 Ocean Gateway in Easton, Maryland. This Workshop is designed to inform the public of the proposed actions, alternatives, and the proposed study approach.

In addition, we are requesting your agency's review and comment on the proposed projects as they relate to the presence of federally proposed or listed endangered and threatened species.

#### **BACKGROUND ON PROPOSED PROJECTS**

An Agency Scoping Meeting and Public Informational Workshop were held for this project on February 20, 2007. At that time, the intent of the EA was to address the proposed projects in the Airport's Capital Improvement Program (CIP), which included the extension and conversion of Runway 15-33 to the primary runway at ESN. However, at this meeting in February 2007, the Eastern Shore Land Conservancy expressed their opposition to the project since they, along with Maryland Environmental Trust as co-grantee, hold a conservation easement on the property previously owned by Mary and Charlotte Fletcher. This property was designated for acquisition to accommodate the extension of Runway 15-33 to the northwest. Subsequent meetings with the Talbot County Council, Eastern Shore Land Conservancy, Attorney General, Maryland Environmental Trust, as well as the advice of legal counsel, resulted in a decision by Talbot County to no longer pursue any future plans for Airport expansion onto the Fletcher property. As a result, the EA was placed on hold by the Federal Aviation Administration (FAA) and additional planning services were conducted to revisit alternatives involving an extension to the other runway at the Airport, Runway 4-22.

#### **DESCRIPTION OF PROPOSED PROJECTS**

The additional planning services resulted in several extension alternatives to Runway 4-22. These alternatives were reviewed by the FAA, Maryland Aviation Administration (MAA), and the Talbot County Council. A recommended alternative was selected and placed on the Airport Layout Plan (ALP). The FAA, MAA, and County approved the revised ALP on February 2009. With approval of the revised ALP, the EA has been re-started with the incorporation of the new alternatives.

The runway extension alternative shown on the ALP would provide a 6,400 foot runway through the use of declared distances on the Runway 4 end. The Runway 4 end would be extended 1,896 feet with an 800 foot displaced threshold (see **Exhibit 1**). Connected actions to the runway extension include the construction of a parallel taxiway to the extended runway end, the acquisition of several privately-owned properties, and the

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Dr. Mary Ratnaswamy  
July 22, 2009  
Page 2 of 2

removal of penetrations to the Airport's airspace. [Title 14, Part 77 of the Code of Federal Regulations (14 CFR Part 77) requires that the "imaginary surfaces", which extend above the ground around all sides of a runway, be kept clear of all obstructions to air navigation.] With implementation of this alternative, approximately 5.8 acres of habitat containing Delmarva fox squirrel (DFS) would be impacted.

Additional projects in the EA that are unrelated to the runway extension include the construction of an Airport Service Road, construction of aircraft storage facilities, and the removal of obstructions to the existing airspace of Runway 15-33 and Runway 4-22 (see **Exhibit 1**). Approximately 31.8 acres of additional DFS habitat would be impacted with the removal of obstructions to the existing Airport's airspace.

**REQUEST FOR REVIEW AND COMMENT**

Since February 2007, numerous smaller projects have been ongoing at ESN which have required coordination with your office. In December 2007, we contacted you with respect to the presence of protected species that would have been impacted by the installation of an Airport-wide signage project. Correspondence from your office in January 2008 stated that except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project area impact.

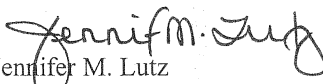
In December 2008, we contacted your office with a similar request with respect to the expansion and rehabilitation of an apron and landside service roads at the Airport. Correspondence from your office in February 2009 stated that the federally endangered DFS is known to occur within the project vicinity; however, the project would not impact that species as well as any other protected species.

Currently, we, along with our subconsultant, Restoration Ecological Services, are coordinating with your office with respect to an ongoing project involving the removal of approximately 7 acres of trees containing DFS that are an obstruction to the Airport's airspace. A photomonitoring effort was conducted in May and June of this year on privately-owned property to determine the presence of DFS; DFS were observed. Therefore, we are currently initiating the land acquisition process with this landowner for the placement of a conservation easement over the land for mitigation. We look forward to continuing our coordination efforts with you on this mitigation effort.

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to federally proposed or listed endangered and threatened species. If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or [jennifer\\_lutz@urscorp.com](mailto:jennifer_lutz@urscorp.com). Thank you for your assistance with all projects, past and present, at the Airport.

Sincerely,

URS Corporation

  
Jennifer M. Lutz  
Project Manager

Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration  
Dave Hardin, Restoration Ecological Services, Inc.





In reply, please refer to: 20830973

July 22, 2009

Ms. Lori Byrne  
Environmental Review Specialist  
Maryland Department of Natural Resources  
Wildlife and Heritage Division  
580 Taylor Avenue, E1  
Annapolis, MD 21401

Reference:      Announcement of Public Informational Workshop  
Request for Review and Comment on Proposed Projects  
Environmental Assessment for the Runway Extension and Related Improvements  
Easton / Newnam Field Airport  
Easton, Maryland

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Dear Ms. Byrne:

On behalf of the Talbot County Council, the URS Corporation (URS) would like to announce that a Public Informational Workshop is being held for the currently ongoing Environmental Assessment (EA) for the proposed Runway Extension and Related Improvements at Easton / Newnam Field Airport (ESN) in Easton, Maryland. The Workshop, which will be held as an "open house" forum, is scheduled for Thursday, August 20, 2009 from 6:00PM to 8:00PM in the Wye Oak Room at the Talbot County Community Center located at 10028 Ocean Gateway in Easton, Maryland. This Workshop is designed to inform the public of the proposed actions, alternatives, and the proposed study approach.

In addition, we are requesting your agency's review and comment on the proposed projects as they relate to the presence of State proposed or listed endangered and threatened species.

#### **BACKGROUND ON PROPOSED PROJECTS**

An Agency Scoping Meeting and Public Informational Workshop were held for this project on February 20, 2007. At that time, the intent of the EA was to address the proposed projects in the Airport's Capital Improvement Program (CIP), which included the extension and conversion of Runway 15-33 to the primary runway at ESN. However, at this meeting in February 2007, the Eastern Shore Land Conservancy expressed their opposition to the project since they, along with Maryland Environmental Trust as co-grantee, hold a conservation easement on the property previously owned by Mary and Charlotte Fletcher. This property was designated for acquisition to accommodate the extension of Runway 15-33 to the northwest. Subsequent meetings with the Talbot County Council, Eastern Shore Land Conservancy, Attorney General, Maryland Environmental Trust, as well as the advice of legal counsel, resulted in a decision by Talbot County to no longer pursue any future plans for Airport expansion onto the Fletcher property. As a result, the EA was placed on hold by the Federal Aviation Administration (FAA) and additional planning services were conducted to revisit alternatives involving an extension to the other runway at the Airport, Runway 4-22.

#### **DESCRIPTION OF PROPOSED PROJECTS**

The additional planning services resulted in several extension alternatives to Runway 4-22. These alternatives were reviewed by the FAA, Maryland Aviation Administration (MAA), and the Talbot County Council. A recommended alternative was selected and placed on the Airport Layout Plan (ALP). The FAA, MAA, and County approved the revised ALP on February 2009. With approval of the revised ALP, the EA has been re-started with the incorporation of the new alternatives.

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Ms. Lori Byrne  
July 22, 2009  
Page 2 of 2

The runway extension alternative shown on the ALP would provide a 6,400 foot runway through the use of declared distances on the Runway 4 end. The Runway 4 end would be extended 1,896 feet with an 800 foot displaced threshold (see **Exhibit 1**). Connected actions to the runway extension include the construction of a parallel taxiway to the extended runway end, the acquisition of several privately-owned properties, and the removal of penetrations to the Airport's airspace. [Title 14, Part 77 of the Code of Federal Regulations (14 CFR Part 77) requires that the "imaginary surfaces", which extend above the ground around all sides of a runway, be kept clear of all obstructions to air navigation.] With implementation of this alternative, approximately 5.8 acres of habitat containing Delmarva fox squirrel (DFS) would be impacted.

Additional projects in the EA that are unrelated to the runway extension include the construction of an Airport Service Road, construction of aircraft storage facilities, and the removal of obstructions to the existing airspace of Runway 15-33 and Runway 4-22 (see **Exhibit 1**). Approximately 31.8 acres of additional DFS habitat would be impacted with the removal of obstructions to the existing Airport's airspace.

**REQUEST FOR REVIEW AND COMMENT**

Since February 2007, numerous smaller projects have been ongoing at ESN which have required coordination with your office. In December 2007 and February 2008, we contacted you with respect to the presence of protected species that would have been impacted by two projects: the installation of an Airport-wide signage project and expansion and rehabilitation of an apron and landside service roads, respectively. Correspondence from your office in February 2008 on both projects stated that no State or federal records for rare, threatened, or endangered species were noted within the project sites as delineated.

At this time, I am requesting your review of the proposed projects in the ongoing EA as they relate to State proposed or listed endangered and threatened species. Similar coordination is ongoing with the US Fish and Wildlife Service with respect to federally proposed or listed endangered or threatened species, including the DFS. If you have any questions, or need additional information, please do not hesitate to contact me at 410.785.7220 or jennifer\_lutz@urscorp.com. Thank you for your assistance with all projects, past and present, at the Airport.

Sincerely,

**URS Corporation**

A handwritten signature in black ink, appearing to read "Jennifer M. Lutz".

Jennifer M. Lutz  
Project Manager

Enclosure

JML:rlc

cc: Mike Henry, Easton Airport  
Terry Page, Federal Aviation Administration  
Ashish Solanki, Maryland Aviation Administration  
Dave Hardin, Restoration Ecological Services, Inc.



Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor  
John R. Griffin, Secretary  
Eric Schwaab, Deputy Secretary

August 21, 2009

Ms. Jennifer M. Lutz  
URS Corporation  
4 North Park Drive  
Suite 300  
Hunt Valley, MD 21030

**RE: Environmental Review for Easton/Newnam Field Airport – Runway Extension and Related Improvements, Talbot County, Maryland.**

Dear Ms. Lutz:

The Wildlife and Heritage Service has determined that the Delmarva fox squirrel is known to occur on or in the immediate vicinity of the project site. The Delmarva fox squirrel is listed as an endangered species by both the US Fish and Wildlife Service and the State of Maryland. Delmarva fox squirrel habitat is generally characterized as forests with relatively mature trees, either hardwoods or loblolly pine, with a relatively sparse understory. The proposed obstruction removal and lighting project (labeled as #6 on your map) is located within known Delmarva fox squirrel habitat. As long as the proposed work satisfies the requirements of the US Fish and Wildlife Service in regard to this species' conservation, then the WHS has no further comments on this project as proposed. .

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne  
Environmental Review Coordinator  
Wildlife and Heritage Service  
MD Dept. of Natural Resources

ER # 2009.1331.ta  
Cc: D. Ray, USFWS



Jennifer Lutz /HuntValley/URSCorp

11/18/2009 02:21 PM

To cherry\_keller@fws.gov

cc dhardin@restorationes.com, mhenry@talbgov.org

bcc

Subject Easton Airport: Delmarva Fox Squirrel

Cherry - As a follow up to my voice mail that I left you , I wanted to give you a little more detail about the projects at Easton Airport.

As you are aware, the Airport is in the process of providing 21 acres of habitat protection through the acquisition of a conservation easement through the North American Land Trust on the Councell's property. This habitat protection would off-set the clearing and habitat loss associated with the Obstruction Removal project associated with Runway 4-22 per the 8/3/05 Biological Opinion).

Currently, we are preparing an Environmental Assessment (EA) for the Five-Year Capital Improvement Program at the Airport. I have attached a graphic depicting the proposed projects that would impact DFS habitat. The EA includes a runway extension, airport service road, and hangar facilities as well as obstruction removal (trees). The only project that impacts DFS is the obstruction removal . Approximately 30 acres is proposed for clearing and habitat loss .

At this point in the project, we are hoping to discuss with you our next steps in accordance with Section 7 of the ESA.

A telephone conversation may be the most appropriate at this time . If you could let Dave and I know when you are available, I will set something up. Thanks for all of your assistance with past and present projects at Easton Airport.

Jennifer



ESN DFS Impacts.pdf

Jennifer Lutz

Project Manager

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Cherry\_Keller@fws.gov

11/30/2009 02:28 PM

To Jennifer\_Lutz@URSCorp.com

cc dhardin@restorationes.com, mhenry@talbgov.org,  
Trevor\_Clark@fws.gov, Julie\_Thompson@fws.gov  
bcc

Subject Re: Easton Airport: Delmarva Fox Squirrel

History:

✉ This message has been replied to.

Hi Jennifer,

We have a few questions about the project.

1) About Woodlot A:

It does not appear that the Airport owns woodlot A. Who owns it or does the Airport plan on buying this?

How many acres of woods are expected to remain after the project clearing?

Can the remaining habitat be protected?

2) About Woodlot B:

We know the Airport owns part of woodlot B. How many acres of woods will remain after the project?

Could the airport put an easement on their own property to protect the woods or is that a problem incase of other potential changes that may occur in the future?

Thanks,

Cherry

Cherry Keller  
U.S. Fish and Wildlife Service  
Chesapeake Bay Field Office  
177 Admiral Cochrane Dr.  
Annapolis, MD 21401  
email cherry\_keller@fws.gov  
410-573-4532



Jennifer Lutz /HuntValley/URSCorp

11/30/2009 03:28 PM

To Cherry\_Keller@fws.gov

cc dhardin@restorationes.com, Julie\_Thompson@fws.gov,  
mhenry@talbgov.org, Trevor\_Clark@fws.gov

bcc

Subject Re: Easton Airport: Delmarva Fox Squirrel 

Good afternoon. To answer your questions...

1 - The Town of Easton owns Woodlot A.

It is the intention to obtain an avigation easement over this land in order to remove the penetrations to the Airport's airspace. [Title 14, Part 77 of the Code of Federal Regulations (14 CFR Part 77) requires that the "imaginary surfaces", which extend above the ground around all sides of a runway, be kept clear of all obstructions to air navigation.] Thus, the easement will restrict height and only the trees that penetrate the imaginary surfaces or are within 10 feet of the surfaces will be removed. We have not conducted an obstruction analysis to determine the height of the surfaces within that area; however, the understory would remain. If you need that to be more specific, let me know and I will see what type of preliminary obstruction analysis we can conduct. It will not be a complete clear cut.

Regarding protection of the remaining habitat...under normal circumstances (where the trees do not contain habitat for a protected species), the easement that is placed over the land would simply be an avigation easement to restrict the height of trees and man-made objects. The County would pay the Town a nominal value for this easement. The land could still be developed; heights would just be restricted. I do not know if the Town of Easton has any planned development for this area given the location of the property to the Tech Park to the east. This land was noted on the previous Airport Layout Plan for the Airport as needed for future development. However, that was at a time when Runway 15-33 was going to be extended and Airport Road was to be cul-de-saced/realigned. Since no Airport-related development is to occur on that side of Airport Road now, the Airport/County would not be opposed to having a conservation easement placed on the land. Having said that though, the FAA would need to buy off on that and would want to ensure that the conservation easement would provide some mitigation credit. And as always with land negotiations, the FAA would need to agree on the money to be spent on a conservation easement vs an avigation easement and the Town would need to be willing to allow the conservation easement as opposed to an avigation easement.

2 - Yes, the Airport owns the portion of Woodlot B that contains the tree obstructions. Only the trees within the yellow shaded area (on graphic previously provided) are obstructions to the Airport's airspace. These trees would be removed and the understory would remain. The trees within the woodlot on Airport property that do not contain obstructions property would remain as is; however, I am not at liberty to say if the FAA and/or the County would want to place a conservation easement on the remaining woodlot. Available land on the Airport for future development is limited; however, the price to develop the remaining land with mitigation costs may prohibit any sort of future development within that area. Having said that, this can be a discussion with the FAA and the County assuming that the placement of the remaining woodlot into a conservation easement would help with mitigation requirements.

Thanks for your continued assistance. Please let me know if you have any other questions or if anything above isn't clear.

Jennifer

Jennifer Lutz  
Project Manager  
URS Corporation  
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